

THE ILLUSTRATED LONDON NEWS

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BRITISH CONSTABLES TO THE RESCUE OF THE GERMAN AMBASSADOR TO THIS COUNTRY: POLICEMEN DRAWING HIS EXCELLENCY'S COACH TO THE HOUSE OF LORDS AFTER THE HORSES HAD BROKEN ITS POLE IN HORSE GUARDS PARADE.

A most unusual and most interesting incident took place on the occasion of the recent State Opening of Parliament by the King. Prince Lichnowsky, the new German Ambassador to this country, was driving to the House of Lords in state, when, in

Horse Guards Parade, his horses became frightened, plunged, and broke the pole of the coach. Police ran to the horses' heads, unharnessed the animals, and led them away; then constables, holding the traces, drew the coach to the House of Lords.

AFTER A PHOTOGRAPH BY TOPICAL PRESS.

HARWICH ROUTE TO THE CONTINENT

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SOUTHSEA	15/6	8/6	
PORTSMOUTH	15/6	8/6	
ISLE OF WIGHT	15/6	8/6	
SEAFOARD	15/6	8/6	
EASTBOURNE	15/6	8/6	
BEXHILL	15/6	8/6	
HASTINGS	15/6	8/6	

* Not on Good Friday or Easter Sunday.

These Tickets will also be issued on March 20th, 21st, 22nd, and 23rd, available to return by any train on any day except day of issue, up to and including Tuesday, March 26th.

Cheap Excursion for 6, 8, or 12 days to Portsmouth and Isle of Wight from London, Thursday, March 20th.

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ROYAL ACADEMY, 1913. NOTICE.

The BLACK and WHITE GUIDE [2nd Yearly Issue] will be Published by "The Graphic" on May 5. Artists desiring to be represented in this Guide are asked to send Photographs and particulars of their Pictures as early as possible.

EDITOR, 14, King William Street, Strand, W.C.

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EASTER MONDAY, and Every Evening Re-appearance of SIR HERBERT TREE.

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THURSDAY, March 20, at 8.

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Low Lake & Company, Clapton Road, Deptford, and Miss Sydney Fairbrother, Little Street, G. H. Elliott, White Cliffe, Walsall & Segal, The Three Van Dammes, Varieties, Matinee's daily at 2.30, Mr. Matheson Lang & Miss Hutton Britton "WESTWARD HO!"

PARLIAMENT.

THE custom of wearing the Crown at the Opening of Parliament, which had been abandoned by Queen Victoria, was resumed by King George on Monday. At the ceremony in recent years it was carried before the Sovereign by a Peer. The wearing of the Crown of State by his Majesty added to the brilliance of the scene in the House of Lords, and enhanced its interest. Both the King and the Queen wore crimson velvet robes lined with ermine, the long trains being spread out on the dais in such a manner as to contribute effectively to the colour-scheme, and the Queen's robe being so arranged as to display her beautiful dress of white satin embroidered with gold. There were many empty seats near the bar, but a very fine scene was presented by the varied colours of the gowns and cloaks of the Peers with their tiaras, plumes of white feathers and flowing white veils, against the scarlet robes of the Peers. Most of the Peers sat either in front of or behind the Peers on the side benches, while others were massed on cross-benches; and here, closer to the throne, were the Judges in their wigs, the Lords Justices wearing rich robes of black laced with gold. On raised benches in the quarter occupied usually by the Bishops, the Ambassadors and Ministers representing foreign Powers presented a blaze of colour with uniforms and stars and sashes, and round the throne were grouped the officers of the Household and the officers of State, the Lord Chancellor and Lord Morley being at the King's right hand, and the Marquess of Crewe standing at the left of the Queen, holding aloft the symbolic Sword. The Archbishop of Canterbury and the Bishop of London took their places in front of the Ambassadors. There were Peers and other ladies in the side galleries, and a number of men in uniform were grouped there at the upper end, while Members of the House of Commons occupied the Strangers' Gallery, and stood behind the bar. A rush from the one Chamber to the other in the view of the King was avoided by the Commons being summoned while his Majesty was in the robing-room. Thus he was enabled to read the Speech as soon as he took his seat on the throne. He read it in a distinct, deliberate, thoroughly audible manner, his enunciation being very effective. There was special interest in the touching reference, heard from his own lips, to the fiftieth anniversary of the marriage of his Majesty's parents. The Speech contained no surprise. Debate on the Address in reply to it turned largely on the announcement that the attention of Parliament would again be asked to the measures in regard to which there was disagreement between the two Houses last Session. This was the second step under the Parliament Act, a single year's experience of which—Lord Lansdowne said—was "heart-breaking to anyone who believed in free institutions and representative government." The Unionist leaders took note of the absence from the King's Speech of any promise to proceed with the reconstitution of a Second Chamber, and Mr. Walter Long, on behalf of the front Opposition bench, moved, on Wednesday, an amendment submitting that it would be improper to proceed further with the Home Rule Bill and the Welsh Disestablishment Bill "while the constitution of Parliament is still incomplete, and without reference to the electors."

THE PLAYHOUSES.

"OPEN WINDOWS," AT THE ST. JAMES'S.

SOMEHOW, as we watch Mr. A. E. W. Mason's interesting but rather too formally set out problem-play, "Open Windows," we seem to fail to come to grips with its characters, and watch their actions without having our feelings sufficiently engaged. They affect us like people who by some strangeness of feature, some mark of unusual experience, catch our attention idly in the street or at a dinner-table; we wonder what has happened to them to give them that look, but we wonder unemotionally, and are only intellectually affected by their personalities. The author himself is responsible for producing this effect on us, in so far as for two acts of his three-act story he has planned out his scheme on the lines of a drama of intrigue; too late he sets his two men—the one a successful Minister, the other a failure in life—to grapple with the problem to which he has invited our attention; too late at least for us to give the full sympathy which would have come easily enough from complete knowledge. Cynthia Herrick, we learn, was once engaged to be married to an explorer, and as he was starting off on a dangerous expedition, she anticipated marriage, and lived with him one mad, bad week in Paris. Because she in some way affected his nerve, he failed and pretended to succeed. Meantime, she, conscious that she was to become a mother, married, for the child's sake, John Herrick, the Minister. Later on, she persuaded her husband's great friend, Sir Henry Cluffe, to give Philip Brook another chance in life, and make him his secretary. The Herricks always avoid stopping with the Cluffes, and the latter cannot tell why. But there comes a time when the visit does come off, partly because pretty Elsie Herrick engages herself to the Cluffes' son; and on this occasion, Brook leaves about a miniature of Mrs. Herrick, so that it shall catch the husband's eye. Then out comes the truth, and the problem arises of what the two men are to do, and what is to be done in the case of the innocent Elsie. Each man in turn—both her real father, who has taken so little trouble with her, and John Herrick, who has lavished infinite tenderness on her—tries to explain the facts, and each man is disarmed—the one by the joy she shows in her engagement, the other by her clinging affection. And so the superfluous man goes out of the lives of this family, and Herrick, whose character has at last been tested by adversity and stands the test because the windows of his soul are opened, is likely, we gather, to settle down happily with his wife and forgive her her past. No very big acting is rendered possible by Mr. Mason's play. Emotion is suppressed rather than expressed in the moods of Cynthia, and Miss Irene Vanbrugh has to be content with indicating that suppression. Sir George Alexander's air of authority sits well enough on John Herrick; and there is a grimace which is picturesque about Mr. Valentine's Brook. But, through no fault of the players, we never get to the hearts of these three people. Miss Rosalie Toller has easier work in the part of the charmingly ingenuous Elsie; her we can understand, with her we can feel.

(Other Playhouse Notes on "Art and Drama" Page.)

THE FALL OF YANINA.

THE capture of Yanina by the Greek Army under the Crown Prince of Greece was a great feat of arms, for the place was regarded as the fifth strongest fortified town in the world. Its fall will, of course, have an important bearing on the war and on the final settlement, but perhaps the chief outcome of the event will be the great effect it will have upon the morale of the Greek troops and the national spirit in general, and in the popularity which it has won for the ruling dynasty. The Crown Prince had only taken over the direction of the operations against Yanina some six weeks before, and his energy and judgment turned failure into success. It was in the early hours of the morning of March 6 that Essad Pasha, the Turkish commander in Yanina, sent word to the Crown Prince of Greece that he wished to surrender. Some thirty-three thousand Turks were made prisoners, and about a hundred guns also fell into the hands of the Greeks, who immediately entered the town. The scene at their entry was naturally one of the greatest enthusiasm, for the majority of the inhabitants of Yanina are of Greek nationality, and the place has been under Turkish rule for five hundred years. General Soutzo was appointed Governor of the city, and the Greek flag, blessed by the Metropolitan of Yanina, was hoisted over the official residence. The news of the surrender was sent to the King of the Hellenes in a telegram from the Crown Prince, and there were great rejoicings in Athens.

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BATTERED BY REBEL AND FEDERAL FIRE: MEXICO CITY SHELLED.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



A WEAPON WHICH SENT SHELLS INTO THE UNITED STATES CONSULATE;
A REBEL GUN IN BALDERAS STREET, NEAR THE ARSENAL.



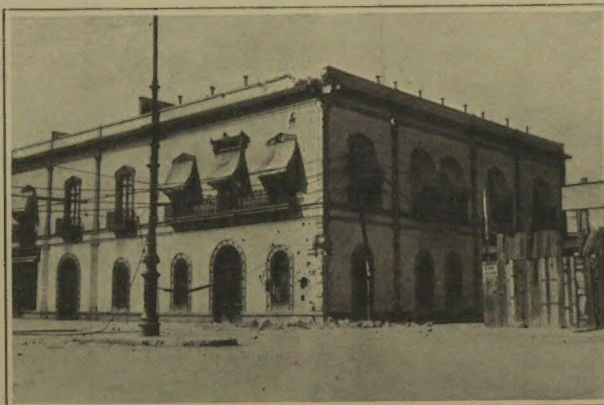
FIRING AT THE FEDERAL TROOPS; MEN OF GENERAL FELIX DIAZ'S COMMAND
IN BALDERAS STREET.



SHATTERED BY FEDERAL ARTILLERY; THE SIXTH DISTRICT POLICE STATION,
IN VICTORIA STREET.



AFTER BOMBARDMENT; WRECKAGE ON THE WEST SIDE
OF THE AMERICAN CLUB.



SHOWING THE GREAT DAMAGE DONE BY SHELLS DURING THE FIGHTING
OF FEBRUARY 11; THE UNITED STATES CONSULATE.



AFTER BOMBARDMENT; THE DAMAGED BUILDING OF THE YOUNG MEN'S
CHRISTIAN ASSOCIATION.

The photographs here reproduced give an excellent idea of the damage done in Mexico City during the revolution, which had amongst its features the execution of Señor Gustavo Madero under "Fugitivo Law," and the violent deaths of the deposed President, Señor Francisco Madero, and the deposed Vice-President, Señor Suarez, as they were being conveyed to prison. About February 11 and 12, there was a good deal of heavy cannonading, and machine-gun fire was incessant. With regard to some

of the photographs, we make the following notes: (1) The gun shown threw shells into the United States Consulate on February 11. It also put a Federal battery out of commission. (2) The police-station of the Sixth District was the scene of much fighting, and was occupied by Federals and rebels alternately. (3) Consul-General Shanklin and his office staff were prisoners in the Consulate for two hours, under fire.



By G. K. CHESTERTON.

IT may seem scarcely worth while to renew a criticism on the professors of Eugenics, whose attempt is already petering out in gasping polysyllables. A knave, by his vices, is dangerous. A fool, by his virtues, may sometimes be still more dangerous. But it is not generally necessary to guard oneself or one's fellow-countrymen against the influence of a bore. But in a case like that of Eugenics there is a very practical reason why this does not wholly apply. Eugenists are not popular: but the Government of this country cares less and less for popular support. Eugenics cannot argue: but the decisions of the House of Commons are less and less determined by argument, more and more determined by arrangement. The sort of speeches that are made at a Eugenic Congress could not secure the sympathies of Members of Parliament; for even Members of Parliament, after all, are still mostly jolly, respectable Englishmen and fathers of families. Such speeches could not secure even the attention of Members of Parliament; for even Members of Parliament are still mostly educated men of the world, accustomed to some brightness in their books or newspapers. I doubt whether they could even secure the attendance of Members of Parliament; for the latter have long ago discovered that they can get cigars and rational human conversation in the smoking-room, until the division-bell rings. But if it comes to the question of whether the Eugenists could secure the votes of Members of Parliament—that moves upon different pivots; and I think they could. It is, therefore, necessary to make notes of the nonsense of minorities who would be quite negligible if public opinion were in any sense in power. And the first point to emphasise in every case is that the weakness of the Eugenic sect is an intellectual weakness. They do, indeed, go against a man's moral conscience and almost against his physical instincts. But that is not the main thing about them; one might say that the trade of spy went against the moral conscience, or the life of the ascetic against the physical instincts. The main point about them is that, unlike the spy or the ascetic, they are incapable of connected thought. The spy may be doing a mean thing, but he knows why he is doing it. The ascetic may be insane in what he gives up, but he knows what he is trying to get. But the excuse of the Eugenist is never clear, even as an excuse. The sacrifice of the Eugenist has no meaning even as a sacrifice. The strong standing paradox of their position is their peculiar power in government and their peculiar weakness in discussion.

Here is an example. An evening paper has reported the opinions of Mrs. Gotto, an eminent Eugenist and secretary to one of the Eugenic societies. She and her group, it seems, had a great deal to do with passing the Mental Deficiency Bill. I state this only because she says so: it is a charge I should not dream of bringing against a lady, except upon her own solemn and public confession. She also pleads guilty to a support of the Inebriates Act: but it is not my desire to heap up such things against her, but only to point out that an association that can claim such victories over traditional morality and common-sense evidently wields a great power in the State. And then, immediately afterwards, we have a specimen of the definition used by this despotic minority. Mrs. Gotto claims to have shown that divorce should be granted for "insanity, inebriety, or general degeneracy." What is general degeneracy? If it means going from bad to worse, that sentence is an excellent instance of it. For it begins with "insanity," which, however mysterious and horrible, has been dealt with more or less by legal definitions and isolated more or less by medical tests. It goes on to "inebriety"; which

might mean anything from once being drunk to never being sober. And it ends up with a total mental smash and silence, in the phrase, "general degeneracy." In the old popular sense, degeneracy means that a man is not as good as his father: in that sense I am a degenerate. In a more modern and subtle sense it gener-

fair description of the form taken by the irritation of those who like thinking at the eloquence of those who won't think. I do sometimes feel, after reading a page or two of this pseudo-scientific rubbish, that nothing but good hearty abuse would meet the case. But I wonder whether it has ever occurred to Mrs. Gotto that describing any man she doesn't like as "generally degenerate" is mere abuse. Heaven knows: perhaps she thinks it's something scientific.

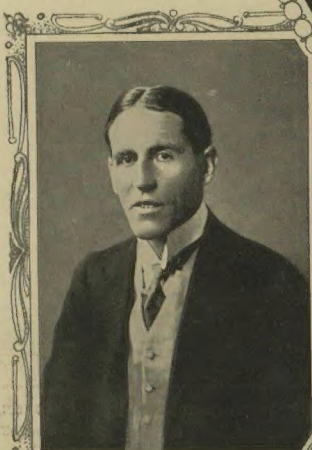
MOVER OF THE ADDRESS IN THE HOUSE OF LORDS: LORD ABERCONWAY.



Movers and Seconders of the Address in the Lords and the Commons.

See "PERSONAL" PAGE.

Photographs by Elliott and Fry, Vandyke, and Beresford.



MOVER OF THE ADDRESS IN THE HOUSE OF COMMONS: MR. GODFREY COLLINS, M.P.



SECONDER OF THE ADDRESS IN THE HOUSE OF COMMONS: THE HON. FRANCIS MCLAREN, M.P.



SECONDER OF THE ADDRESS IN THE HOUSE OF LORDS: LORD ASHTON OF HYDE.

ally means that a person is not intellectually adequate to do the job he is doing: in that sense the Eugenists are degenerate. But if even a degenerate be so shadowy and baffling a being, what sort of being is a General Degenerate? And who is going to be publicly disgraced and deprived of his children for being anything so idiotically vague? Mrs. Gotto, in answer to a question, asserted that the opposition which Eugenics had to encounter was "mostly abuse." I do not object to this; for it is indeed a pretty

There is another peculiar point about Eugenists. The test of any constructive suggestion or policy is when it passes from the abstract to the concrete. And this is the dangerous point, because it is there that laughter wakes up, like a concealed watch-dog. Nobody will burst out laughing if you say the word "Episcopacy." Knock off the syllables at the beginning and end and say "bishop," and somebody will think of gaiters, and giggle. I don't know why gaiters should be funny: they are much less ugly than trousers: but they are, in certain connections of thought, funny. Now if you then say, "Although gaiters are funny, I still believe bishops are desirable," then you do really believe in Episcopacy, and can face the future and the Church Congress with a radiant conscience. But it is a peculiarity of Eugenists that they have no guess or glimpse of this initial absurdity, which would stagger the world the first day on which their notions were put

in practice. For instance, at the Conference, it was solemnly debated whether the "sense of race-responsibility" could not be taught in schools; whether schoolmasters could not implant in their pupils the "Eugenic ideal" to "guide their affections in later years, when they came to select their partners." Now let any two-legged mortal in this vale of tears try and turn those words into a concrete picture. I remember my own school. Picture a number of idle, busy, or brooding boys sitting at ink desks: at a taller desk in front is sitting an athletic but nervous young man from Cambridge, blinking at them, and wondering by what verbal avenue he shall approach the topic: the topic being how very fastidious they ought to be about the blooming health and bodily perfections of the girls they make love to. What surgeon has removed the risible muscles from all these people's heads? Have they ever seen a schoolboy? I went to a large school and saw a good many different sorts; and I cannot think of one kind of boy on whom the effect of such a scene would not be either crazy, or downright depraving. The only possible results would be either a hot and torturing embarrassment, or an enormous increase in entertaining but improper conversation. And what sort of noodles are they that think they can talk to schoolgirls about the Ideal Man?

I should not blame these people, as prophets, for being ready to be mocked; but evidently they are not ready to be mocked. They have no notion of the roar of amusement that would arise from collective humanity anywhere at the bare suggestion of instructing a schoolboy till he had a good physical taste in wives. For the Eugenists, vague as they are, must mean this if they mean anything. They cannot call the more teaching that virtue is better than vice, the implanting of a new Eugenic conscience. All young people, in all schools, read that virtue is better than vice. Again, the question of warning children privately, by parents, priests, or doctors, of the snares of their own age is entirely another matter. Nothing done in this way could give them any "race-responsibility," or teach them to "select their partners." This must mean talking in class about love and marriage: and if Eugenists mean that, I tell them respectfully that they are maniacs, not fit to be trusted with a doll, let alone a baby.

THE TERCENTENARY OF THE ROMANOFF DYNASTY: CELEBRATIONS.

PHOTOGRAPHS BY BULLA.



1. WITH THE TSAREVITCH, EVIDENTLY RECOVERED FROM HIS ILLNESS, AT HIS SIDE: THE EMPEROR OF RUSSIA DRIVING TO THE THANKSGIVING SERVICE IN KAZAN CATHEDRAL.

2. AT THE TIME OF THE DEPARTURE OF THE EMPEROR AND EMPRESS AND THE OTHER IMPERIAL PERSONAGES: THE SCENE OUTSIDE KAZAN CATHEDRAL AFTER THE ROMANOFF TERCENTENARY THANKSGIVING SERVICE.

The commemoration of the Imperial Accession of the Romanoff Dynasty to the Throne of Russia, which began on March 6, aroused great interest, and was attended by numerous ceremonies. On the first day of the celebration, the Emperor, the Tsarevitch, the Empress, the Empress Marie, and the four Grand Duchesses made an imperial progress from the Winter Palace to attend the Thanksgiving Service in

Kazan Cathedral. The Emperor and the Tsarevitch were in a victoria drawn by two horses. The heir to the throne looked well, a fact of unusual and pleasing interest, when it is remembered how great a matter of discussion his mysterious illness remains. The Empress and the Empress Marie followed in one state coach; the Emperor's four daughters in another.

PARLIAMENT PROROGUED ON THE FRIDAY AND REOPENED ON THE MONDAY: THE REGAL CEREMONY AT WESTMINSTER.

DRAWN BY S. BEGG, OUR SPECIAL

ARTIST IN THE HOUSE.



Sir H. D. Erskine.

DEPARTING FROM RECENT PRECEDENT BY WEARING HIS CROWN; AND WITH THE QUEEN

On Friday, March 7, Parliament was formally prorogued by Royal Commission. In the King's Speech, read on the occasion, it was said: "I regret that you should enjoy only a nominal period of release from your labours." There was reason for this; for on Monday, March 10, the new Session was opened by his Majesty in person, who, it is of interest to note, departed from recent precedent by wearing the Crown. Queen Victoria abandoned the wearing of that symbol at the Opening of Parliament by reason of its weight, and had a light crown of diamonds made for the purpose. King Edward VII. never wore the Crown on such occasions, but the cocked hat of his rank as Field-Marshal. The ceremonies of the other day were carried out with the customary state, but it was noted as exceptional that, when their Majesties entered the House of Lords, the Queen was on the King's right. In the opening of his Speech, the King referred to the fiftieth anniversary of the marriage of his parents. Later, he regretted that the war in the Near East was



ON HIS RIGHT: THE KING ENTERING THE HOUSE OF LORDS TO OPEN PARLIAMENT.

continuing, said that all the Powers earnestly desired to prevent it from spreading, and that they have endeavoured to preserve concerted view and action, in which a large measure of success has been achieved. His Majesty referred also to the relationship of the Dominions Beyond the Seas with the British Navy, and to the attempt made on the life of the Viceroy of India. Further, he said, amongst other things: "The attention of Parliament will again be asked to the measures in regard to which there was disagreement between the two Houses last Session. . . . A measure will be brought forward to facilitate the progress and secure the completion of Land Purchase in Ireland. You will be asked to authorise a guarantee from the Imperial Exchequer of a loan by the Government of the Sudan. . . . A Bill will be introduced for the prevention of plural voting at Parliamentary elections. . . ." Sir Henry David Erskine, who is seen bearing the end of the King's train, is Serjeant-at-Arms in the House of Commons and Gentleman Usher to the Robes.

PORTRAITS & PERSONAL NOTES.



Photo. Lafayette.
LIEUT.-COLONEL COURTENAY MORGAN,
Who has succeeded to the Barony of
Tredegar.

AS a young officer of the 17th Lancers, the late Lord Tredegar rode in the famous Charge of the Light Brigade at Balaclava, and he has left, in a letter, a vivid account of the scene. When the shattered remnant returned, he found himself in command, as the senior officer not wounded. "I numbered off thirty-two men," he writes. "We went into action 145 in the morning." After the war, Captain Morgan, as he was then, left the Army and went into Parliament. He sat for Breconshire, as a Conservative, from 1858 to 1875, when he succeeded to the barony. In 1905 he was made a Viscount. As a landowner he was a keen agriculturist and sportsman, very popular with his tenants, and a generous supporter of philanthropic institutions. He has left no heir to the viscounty, but the barony has passed to his nephew, Lieutenant-Colonel Courtenay C. Evans Morgan. The new Peer served with distinction in South Africa. In 1890 he married Lady Katharine Carnegie, daughter of the ninth Earl of Southesk. The site of Tredegar House, the family seat in Monmouthshire, has belonged to the Morgans since the sixth century.



Photo. Thomson.
MR. VILHJALMUR STEFANSSON,
Who is to lead an Arctic Expedition
for the Canadian Government.

Arctic on behalf of the Government of Canada. His object will be to explore the Arctic shores of the Dominion, and to study further the Eskimos of Victoria Island. In a previous journey Mr. Stefansson discovered a race of blonde Eskimos of European appearance, whom he believes to be descended from ancient Scandinavian emigrants. The subject was illustrated in our issue of Feb. 15 last.

By the death of the late Duke of Abercorn, the Grand Mastership of Freemasons in Ireland became vacant. He is succeeded by the Earl of Donoughmore, whose ancestor, the first Earl, was elected to the same office in 1789. It is an interesting fact that the Donoughmore peerage was originally conferred on a woman, Christiana, wife of the Right Hon. John Hely-Hutchinson, an eminent Irish statesman. She was created Baroness Donoughmore in 1783. The present Earl has been Under-Secretary for War and is Deputy-Speaker of the House of Lords.

Lord Roberts, in his "Forty-one Years in India," pays a warm tribute to the conduct of the late Mr. Thomas Henry Thornton at the outbreak of the Indian Mutiny. Mr. Thornton was then a young Assistant Commissioner in the Punjab, and after the Mutiny he was for twelve years Secretary to the Punjab Government. In 1876 he became Foreign Secretary at Calcutta. After

retiring from India in 1881, he was for fifteen years Chairman of the Wandsworth Bench of Justices.



Photo. Bulla, Underwood.
M. LOPUKHINE,
Ex-Director of Russian Police, exiled in 1909,
and now, it is said, restored to rank.

At this year's meeting of the British Association, at Birmingham, the presidential chair was to have been occupied by Sir William White,

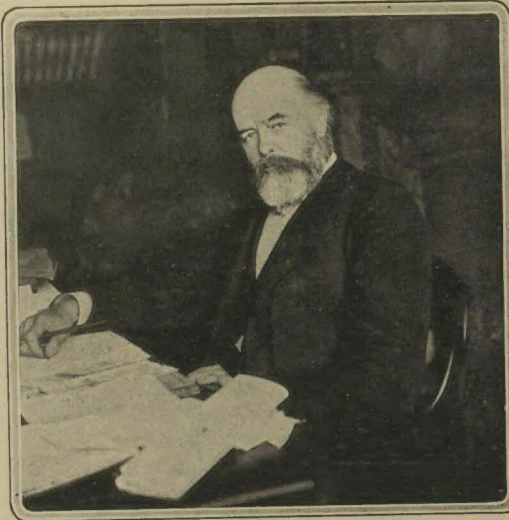


Photo. C.N.
SIR OLIVER LODGE, F.R.S.,
Who will probably preside over the British Association's Meeting this year.

the famous naval architect whose death we recorded in our last number. It is practically certain his place will be taken by Sir Oliver



Photo. Lafayette.
THE EARL OF DONOUGHMORE,
Elected Grand Master of Freemasons
in Ireland.

Lodge, the eminent scientist and philosopher, who is Principal of Birmingham University.

M. Lopukhine, formerly Director of the Russian police, it was

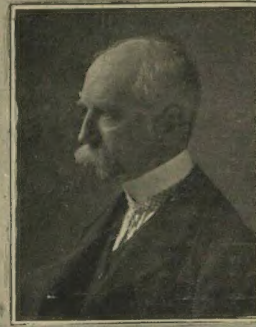


Photo. Elliott and Fry.
THE LATE VISCOUNT TREDEGAR,
The well-known Peer—a Survivor of the
Charge of the Light Brigade.

has been restored to his former rank and honours. The news recalls a case which made a great sensation four years ago, when M. Lopukhine was arrested and tried for alleged complicity in revolutionary movements in association with Azeff, the notorious agent-provocateur. Portraits of those concerned appeared in our issue of Feb. 13, 1909.

Lord Aberconway, who moved the Address in the House of Lords after the opening of Parliament by the King on March 10, is a son of the late Mr. Duncan McLaren, M.P. for Edinburgh, who married a sister of John Bright. As Mr. Charles McLaren, he was M.P. for Stafford from 1880 to 1885, and sat for Bosworth, Leicestershire, from 1892 to 1910. In 1902 he became a Baronet, and in 1911 a Baron. He is Chairman of the Metropolitan Railway. Lord Ashton of Hyde, who seconded the Address, was also raised to the Peerage in 1911. As Mr. Thomas Gair Ashton, he was M.P. for Hyde in 1885-6, and for South Bedfordshire from 1895 to 1911.

Mr. Godfrey Collins, the Mover of the Address in the House of Commons, mentioned in his speech that he had served in the Navy, and had there learnt to obey. He was a midshipman on the East Indian station from 1890 to 1893. Since 1910 he has been M.P. for Greenock, and Parliamentary Private Secretary to Colonel Seely. Mr. Francis McLaren, the Member for Spalding, who seconded the Address in the Commons, is a son of Lord Aberconway. As a grandnephew of John Bright, Mr. McLaren quoted the latter's dictum that the purpose of the Fleet should be defence and not defiance.

Many generations of Trinity men at Cambridge will remember the late librarian, Dr. Robert Sinker, who died a few days ago after holding that post for thirty-six years. For six years previously he had been chaplain of the college. He was a distinguished scholar in the Semitic languages and in patristic literature.

In the Ministry formed by the new President of the United States the most interesting appointment is that of Mr. William Jennings Bryan as Secretary of State. Mr. Bryan has himself thrice stood for the Presidency—in 1896, 1900, and 1908. He is a man of tact and experience, and has travelled widely. In 1905-6 he went round the world. In a speech made a day or two before his appointment was announced, he said that limitation of armaments and universal peace should be leading objects of American policy. Mr. Bryan is editor and proprietor of the *Commoner*. He formerly practised as a lawyer.

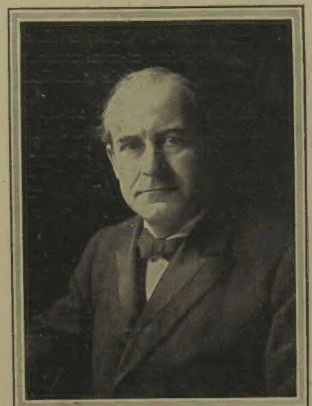


Photo. Harcourt.
MR. W. J. BRYAN,
Secretary of State in the new United States
Cabinet.



Photo. Elliott and Fry.
THE LATE MR. T. H. THORNTON,
Formerly Foreign Secretary to the Government
of India.

IN KANO, WHICH FELL IN 1903: A REMARKABLE LOYALIST REVIEW.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



1. HONOURING SIR FREDERICK LUGARD, FIRST GOVERNOR AND COMMANDER-IN-CHIEF OF THE UNITED PROVINCES; AND LOOKING FOR ALL THE WORLD LIKE INDIAN NATIVE CAVALRY; MOUNTED INFANTRY MARCHING PAST AT KANO, NORTHERN NIGERIA.
2. SHOWING HIM DISMOUNTED TO SALUTE THE GOVERNOR; A NIGERIAN CHIEF WITH HORSEMEN OF HIS FOLLOWING.
3. DESCRIBED AS THE MOST ANCIENT DANCE OF NORTHERN NIGERIA; THE HOE-DANCE, GIVEN BEFORE SIR FREDERICK LUGARD.
4. OF THOSE WHO WITNESSED THE GREAT REVIEW; NATIVE SPECTATORS AT KANO, ON NEW YEAR'S DAY.

There was a very remarkable assembly of Nigerian Emirs and other notables at Kano on New Year's Day in honour of Sir Frederick Lugard, the first Governor of the United Provinces. The review, at which the Emirs and Chiefs with their retinues and horsemen were disposed on the great Kano plain in an oval one mile and a quarter round, included many picturesque features; for example, many Bornu horsemen were entirely

clad in chain-armour, and there were bands of almost nude Pagans. No such display would have been possible a few years ago: it was as recently as 1903 that Kano fell. The number of horsemen who took part is estimated by some at 15,000; by others at 30,000. The multitude of foot-men it is impossible to estimate with anything approaching accuracy.

SCIENCE AND NATURAL HISTORY.



REPUTED AUTHOR OF FIVE HUNDRED WORKS: GEBER, THE ARABIAN ALGEBRIST.



PUNISHING THE REBELS: THE EGYPTIANS' BOOKS ON CHEMISTRY BURNED BY ORDER OF DIOCLETIAN.



AUTHOR OF AN ENCYCLOPÆDIA TREATISE ON MEDICINE: RHAZES, THE ARABIAN PHYSICIAN.

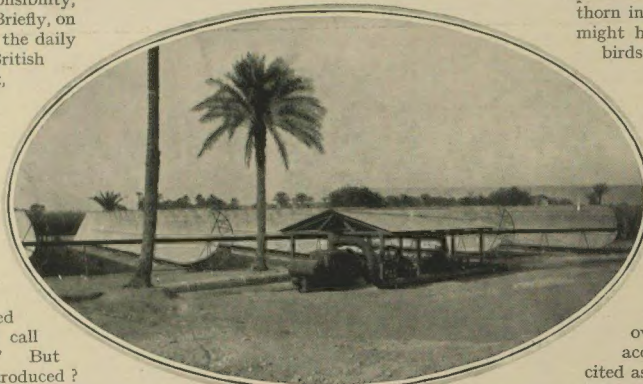
SCIENCE JOTTINGS.

THE DANGERS OF ACCLIMATISATION.

THE Natural History Society of Victoria, British Columbia, has incurred a grave responsibility, without, it seems to me, realising this fact. Briefly, on March 4, according to the announcements in the daily Press, a consignment of nearly six hundred British birds was dispatched from Leadenhall Market, by the Agent-General for British Columbia, to Vancouver Island, where the captives are to be released. The collection seems to have comprised eighteen dozen larks, twelve dozen linnets, six dozen each of goldfinches, robins, and blue-tits. The reason advanced for the importation is that Vancouver Island possesses no "song-birds." Whether this be the motive or not it is certain that, if the accounts which have appeared are correct, some of these birds are being introduced under a misapprehension, for no one would call either goldfinches or blue-tits "songsters." But this is a minor point. Why are any introduced? Vancouver Island has already at least fifty different kinds of small "passerine" birds, more or less closely related to the species which are about to be liberated there. Many of these are most gorgeously coloured. Such, for instance, are the beautiful blue-bird (*Sialia*), and the finch-like tanagers. It also boasts two species of humming-bird. But

as Philip Sparrow had properly settled down in the new country, he began to multiply amazingly, and in a very short time all the native birds of his own size were driven away, leaving him in undisputed

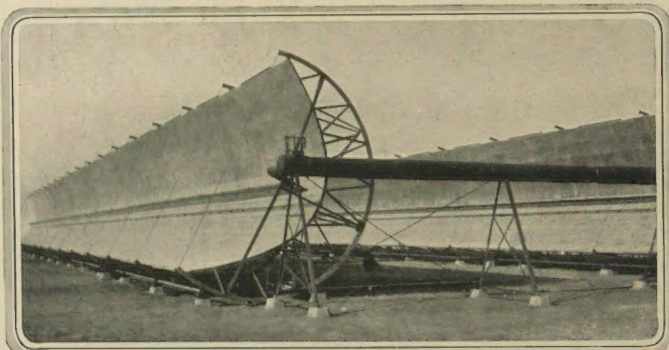
possession. To-day everybody would be pleased to see the last of him, but his expulsion is impossible. New Zealand has suffered even more. Years ago the settlers, largely for sentimental reasons, introduced the greenfinch, bullfinch, sparrow, Java sparrow, blackbird, skylark, and grass-parrakeet. Happily, the bullfinch, the Java sparrow, and the parrakeet soon died out. But the survivors are a thorn in the flesh to the gardener and the farmer, as might have been expected; and they have ousted birds of far greater beauty and interest.



THE SUN HARNESSSED BY MAN: THE SHUMAN SOLAR-POWER PLANT AT MEADI, NEAR CAIRO; SHOWING THE ENGINE, THE IRRIGATION-PUMP, AND A PARABOLIC REFLECTOR.

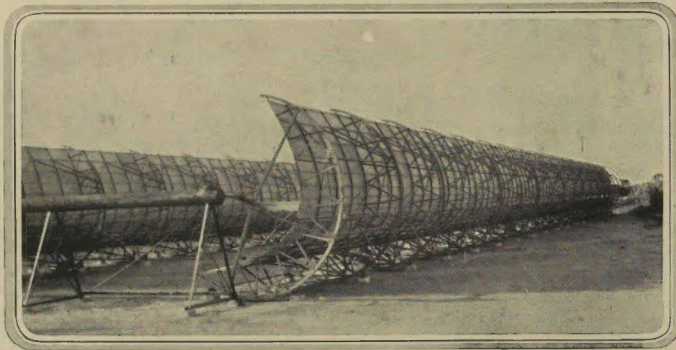
possession. To-day everybody would be pleased to see the last of him, but his expulsion is impossible. New Zealand has suffered even more. Years ago the

Acclimatisation is always a dangerous experiment, as witness the all-too-successful efforts to introduce the rabbit, stoat, and weasel into New Zealand and Australia, and the mongoose into the West Indies. The introduction of alien animals has in nearly every instance brought disaster on the native fauna. Pigs, cats, dogs, rats, and mice which have accompanied man on his wanderings have made gaps in the ranks of the wild animals with which they came in contact all the world over. Only occasionally can the efforts of the acclimatiser be applauded. New Zealand may be cited as furnishing proof of this. As it contained no large mammals or very palatable food-fishes, both were needed for the comfort and well-being of the settlers. Accordingly, deer and trout were introduced, and both have thriven. Cattle and sheep were indispensable, and for their sustenance good red and white clover became necessary. But these plants failed to thrive till the honey-bee and the humble-bee were introduced,



STEAM-MAKING FOR POWER BY THE HEAT OF THE SUN; A FRONT VIEW OF ONE OF THE FIVE 204-FOOT-LONG PARABOLIC REFLECTORS, SHOWING THE BOILER IN THE CENTRE.

We illustrate on this page the solar-power plant designed by Mr. Frank Shuman, of Philadelphia, for use in Egypt. Instead of employing lenses, or mirrors, as did Ericsson, Mr. Shuman utilises a heat-absorber which may be likened to a greenhouse. In his test plant, at Philadelphia, the inventor used plane mirrors, at either side of his glass-enclosed water-trough, to reflect additional rays of the sun upon the water. In the Egyptian plant he uses parabolic mirrors. He has installed five absorbers and reflectors at Meadi, a suburb of Cairo. Each reflector is 204 feet long, and in its focus is the trough. Silvered-glass mirrors line the sides of the reflector and constantly face the sun. The steam generated by the heating of the water in the trough is collected at one end in a pipe four inches in diameter, and the water flows in at the other end. [Continued below]



SO ARRANGED THAT IT CAN BE AUTOMATICALLY MADE TO FOLLOW THE SUN: A BACK VIEW OF ONE OF THE PARABOLIC HEAT-ABSORBING REFLECTORS.

wherein, it may be asked, lies the harm of this experiment? In the first place, this tampering with native avi-fauna cannot be too strongly condemned. For, in the event of any or all of the introduced birds contriving to establish a foothold in the country, the native birds will suffer in proportion as the aliens succeed, and they may indeed become, in many cases, exterminated. That in itself is mischief enough. But further, under new conditions, the alien population may become a menace to the country. Here in England complaints against both larks and blue-tits on the part of farmers and gardeners are both loud and long-sustained. They may be still more justified in a generation or two in Vancouver Island.

Years ago, our common sparrow was introduced into New York to clear the country of a plague of caterpillars that was rendering life unendurable to the inhabitants. For a time all went well. The plague was suppressed and everybody was grateful. But so soon



CLAIMED TO BE ABLE TO PUMP WATER FOR LESS THAN A THIRD OF THE PRICE NECESSARY IF COAL WERE BURNED: THE IRRIGATION-PUMP AND ENGINE OF THE SHUMAN SUN-POWER PLANT, NEAR CAIRO.

[Continued.] water and the steam ends there is a drop of six inches in the entire length of 204 feet of the absorber. The engine works at a pressure corresponding with a temperature of about 200 degrees Fahrenheit. Connected with it are a condenser of the ordinary type and the usual auxiliaries. The reflectors follow the sun automatically throughout the day. The steam-pipes are long enough to cause the steam to become highly superheated where it issues near the engine. The plant is designed for irrigation, and it is claimed that water can be pumped for less than a third of the price necessary if coal were burned.

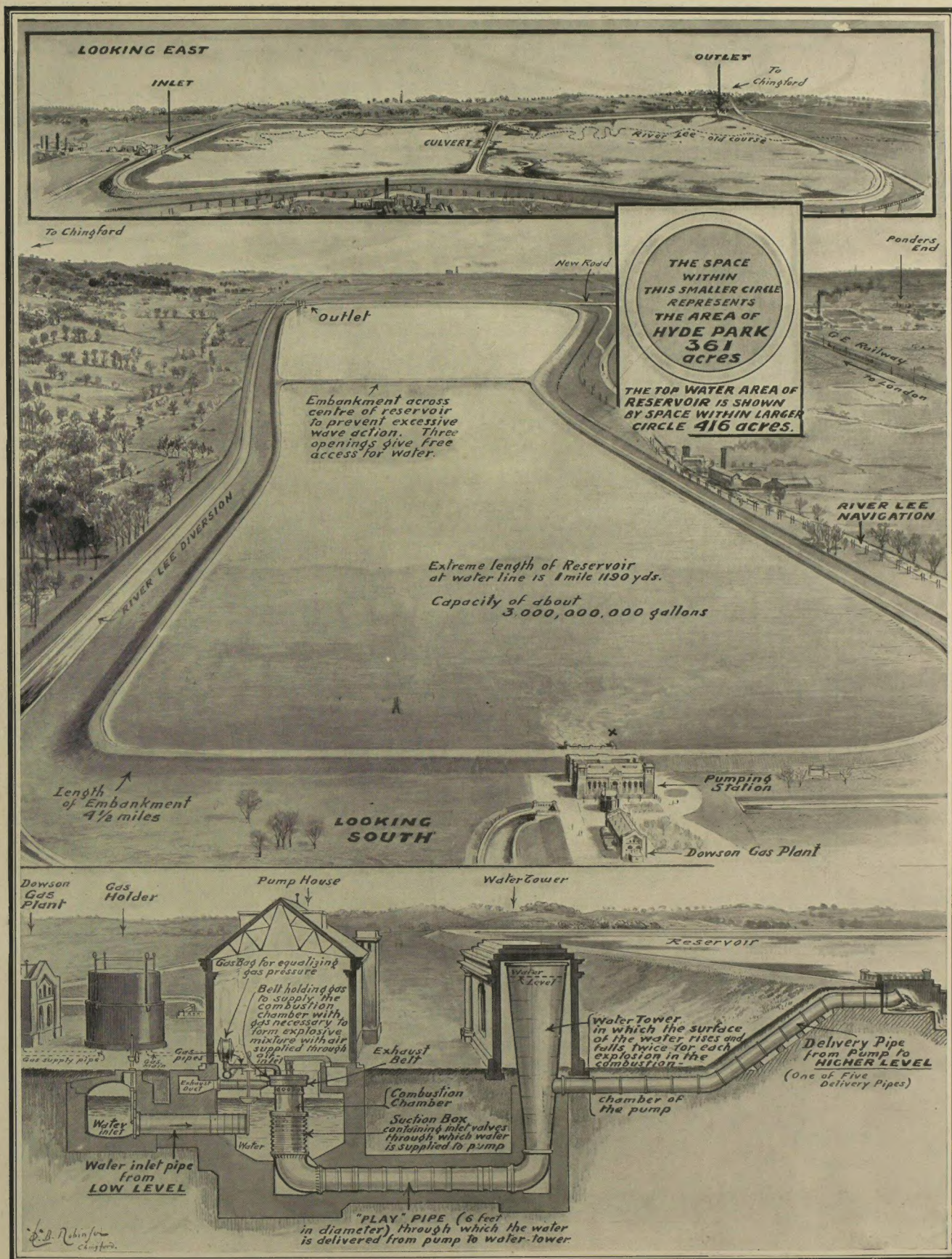
the native insects being unable to perform the necessary work of fertilisation. These were justifiable and necessary introductions, and are, moreover, more or less completely under man's control. Aimless experiments, or experiments whose only end is sentiment, should not be encouraged.

There is yet another kind of acclimatisation which is praiseworthy, and this has been inaugurated by Sir William Ingram, who three years ago introduced the Greater Bird-of-Paradise into an island in the West Indies in the hope that it may increase and multiply there, for its extinction in New Guinea, its native land, is almost certain at no distant date, owing to the outrageous demands of the plume trade. If the experiment proves successful, and there is a good prospect of this, as Sir William Ingram, when recently visiting the island, found that the birds had at least not decreased in number, then bird-lovers will have cause to be grateful.

W. P. PYCRAFT.

416 ACRES TO HYDE PARK'S 361 ACRES! THE GIGANTIC NEW RESERVOIR.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



THE WORK IT WAS ARRANGED THAT THE KING SHOULD INAUGURATE ON MARCH 15: THE CHINGFORD RESERVOIR.

The Humphrey pumps work as follows: "An explosion of gas and air in the combustion-chamber forces the water downwards in this chamber and consequently upwards in the water-tower. The momentum of the water thus set in motion causes its surface in the combustion-chamber to fall so low as to create a partial vacuum in it. At this moment an exhaust-valve and, shortly afterwards, an air-valve are opened in the combustion-chamber, the products of combustion being ejected through the former and pure air admitted through the latter. The surface of the water now rises in the combustion-chamber, due to the head of water in the water-

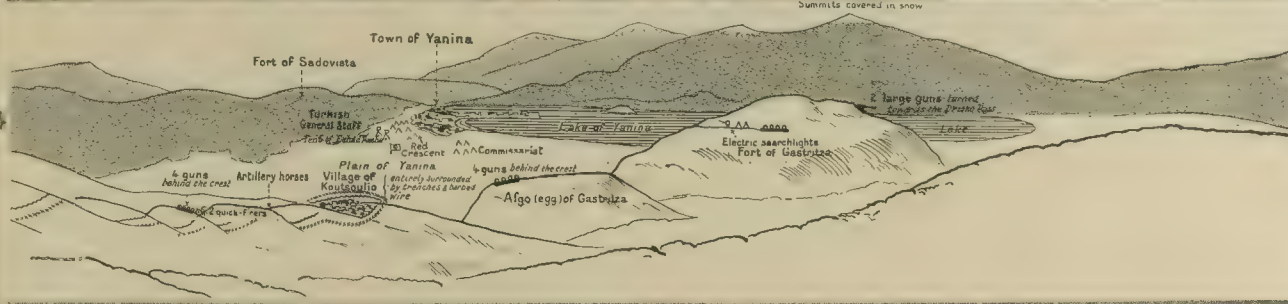
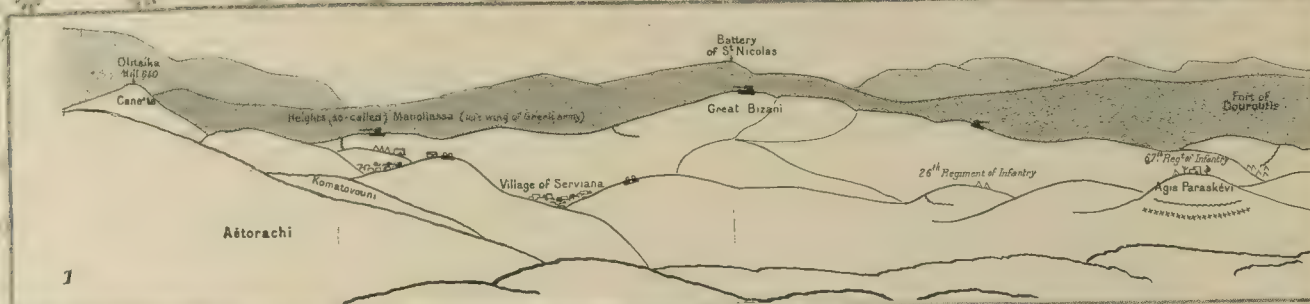
tower, the inlet-valves in the suction-chamber opening and supplying more water to the pump at the same time. The momentum of the returning water compresses the air in the head of the combustion-chamber, and the pressure thus formed again reverses the direction of motion of the water. The momentum of the water again creates a partial vacuum in the combustion-chamber, and this time sucks in gas through the gas inlet-valves. The head of water in the water-tower now reverses the motion of the water and compresses the mixture of gas and air in the head of the combustion-chamber, where it is fired to produce the working stroke."

A FEAT UNIQUE IN WARFARE: THE GREEK SIEGE OF

THE MAP FROM A SKETCH BY M. J. LEUNE;

YANINA, THE FIFTH STRONGEST FORTIFIED TOWN.

PHOTOGRAPHS BY RHOMAIDES-ZEITZ.



1. THE TAKING OF YANINA WITH ONLY TWELVE HEAVY GUNS (SIX OF THEM CAPTURED FROM THE TURKS): BIZANI FORT AND THE EASTERN DEFENCES OF THE TOWN (AGIA PARASKEVI, KOUTSOULIO, THE AFGO (EGG) OF GASTRITZA, AND GASTRITZA—SEEN FROM A HEIGHT TO THE SOUTH-EAST OF THE POSITION.
2. BEFORE YANINA, WHICH HAS BEEN TAKEN BY THE GREEKS AFTER THEIR FELLOW-COUNTRYMEN IN IT HAD BEEN UNDER THE CRESCENT FOR 500 YEARS: THE CROWN PRINCE OF GREECE, IN SUPREME COMMAND, BEFORE THE TOWN—SHOWING A PANORAMIC VIEW OF YANINA AND THE FORTIFIED HEIGHTS WHICH DEFENDED IT ON THE SOUTH.
3. VISITING THE ADVANCED POSITIONS BEFORE YANINA: THE CROWN PRINCE OF GREECE AND HIS GENERAL STAFF BEFORE THE TOWN.
4. AT LUNCHEON DURING THE ARTILLERY DUEL: THE CROWN PRINCE OF GREECE AND PRINCESS GEORGE OF GREECE.
5. ON THE "EGG": GREEK SOLDIERS ON THE AFGO OF GASTRITZA.

After a siege which began on December 15 last and scarcely a month after the Crown Prince of Greece took over the supreme command of the Greek army of investment, Yanina, claimed to be the fifth strongest fortified town in the world, fell, the Turkish commandant surrendering with a force estimated at over 30,000 men: this on March 6. It is not in the least surprising that the Crown Prince of Greece was received with enthusiasm on his entry into the town, for the inhabitants of the place are entirely Greek, and have been under the Crescent for five hundred years. "The town itself," said the "Daily Telegraph" the other day, "is not fortified, but only a fortress on the island mounts guns of any importance; the encircling girdle of forts, however, have during the past four years been erected under the supervision of the most skilled German engineer-officers, and 130 cannon of not less than 5-in. calibre have been mounted in the various works. . . . It is unique in the history of warfare to besiege a stronghold such as Yanina with

only twelve heavy pieces, the remainder being only field guns, and the use that the Greeks made of these does credit to their ingenuity and gunnery. . . . All the batteries were linked up by telephone with the central observation-post, and here the commander of the artillery remained with his staff, and switched the fire on to any of the enemy's batteries just as he pleased. . . . The taking of Yanina will help not only to consolidate the Greek nation, but also the Greek throne." The heavy guns used by the Greeks consisted of six captured from the Turks at Preveza, four brought from Arta fort, and two which came from Thessaly. The very interesting outline map which is given above forms an excellent panorama, and is from sketches made on the spot by M. J. Leune. The Crown Prince of Greece was born at Athens on August 2, 1868, and is the Inspector-General of the Greek Army. Princess George of Greece, who married the second son of the King of Greece in July 1907, was formerly known as Princess Marie Bonaparte.

ILLUSTRATIONS



MR. MARMADUKE PICKTHALL.

Whose new Book, "Valley Women," has been announced by Mr. Eveleigh Nash.

Photograph by Elliott and Fry.

PROFESSOR J. ARTHUR THOMSON.

Whose forthcoming Book, "The Wonders of Life," is announced by Mr. Andrew Melrose.

Photograph by Elliott and Fry.

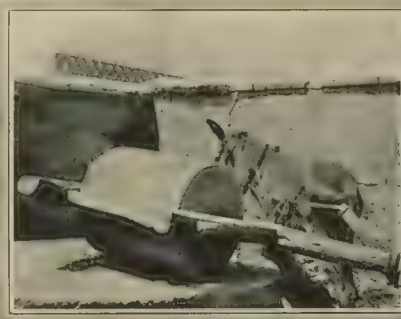
"The Passing of the Manchus."

There must be many people interested in the Far East who have been looking for a clear and intimate narrative setting out the forces that brought about the revolution in China and the more recent happenings in the new republic. Such a book, bringing the story down to the summer of last year, is "The Passing of the Manchus" (Arnold), written by Mr. Percy Horace Kent, legal adviser to the Taotai of Industries in the province of Chihli. We have read books in which some phase of the revolution has been set out at length, or in which the character of some of the protagonists, in a struggle of which the end is not yet, has been examined carefully enough, but Mr. Kent covers all the ground, and preserves from first to last a certain attitude that seems to be free from prejudice. He is not a partisan, but he feels as keenly as most students of modern Chinese history that the greatest power on this planet is

of which the Six Power group wished to take political advantage. Mr. Kent fixes the hopes of China in the eminently peaceful nature of her vast agricultural population, in the interests of her merchants, who are no less anxious than the farmers for a period of tranquillity and recuperation, in the general knowledge among thoughtful Chinamen that Western progress in the Far East cannot be rapid, and, above all, in the strength and capacity of the men at the head of affairs. The book was closed for the printer at the end of August, so that the story of Russian intrigue in Mongolia is not to be found. One may

possesses all these qualities in their degree, but mainly he approaches the mountains as a naturalist and as a lover of Nature's wilder moods. In calling his new book "The Charm of the Hills" (Cassell), he has chosen a vaguer title than that of his previous work, "Birds of the Loch and Mountain," although the chief scope of the later volume might be similarly expressed. For it is, after all, the birds that have the author's heart.

Even when he is writing on other subjects—such as the red deer, the stones and the snows of the Cairngorms, or ancient mountain woodlands—he constantly brings in the habits of the feathered folk, the eagle or the ptarmigan, and other winged dwellers on the hills. At the end of the book are notes describing separate observations on various birds and animals at different seasons, under the general heading of "The Year on the Hills." To the zoologist, and especially the ornithologist, the



"THE UPPER AND THE NETHER MILL-STONE": A BIBLICAL SCENE AT A VILLAGE MILL IN CHINA.

The author of "The Passing of the Manchus" describes China as "a country which can still provide material for the illustration of many a biblical scene, and the Chinese as a race in essentials still a people of primitive methods and simple pleasures."

From "The Passing of the Manchus," by Percy Horace Kent; by Courtesy of the Publisher, Mr. Edward Arnold.



PLEASURES AS SIMPLE AS THOSE OF NORWICH CANARY FANCIERS: COMPETITORS IN A BIRD-SINGING CONTEST.

not always see eye to eye with Mr. Kent, but of the value of his book as a contribution to the history of modern China there can be no two opinions.

"The Charm of the Hills."

From the days when the Psalmist wrote "I will lift up mine eyes unto the hills," and doubtless for ages before, mountains have cast a spell upon the mind of man. They

attract alike the poet and the scientist, the athlete and the aesthete—to use the latter word as meaning the lover of beauty. In most cases, indeed, several or all of these characters are combined, for every true mountain-lover must be a climber, and every true poet must be something of a naturalist; while, *vice versa*, every true naturalist must have in him something of the poet. Mr. Seton Gordon

WITH HIS THIRD EYELID DRAWN BACK FROM THE EYE AND INVISIBLE: THE HEAD OF A GOLDEN EAGLE.

"On first inspection of the [second] photograph one would imagine that the bird was blind. . . . The bird happened to have drawn that curious skin-like membrane—the third eyelid—over its eye

(Continued opposite.)

rousing itself from centuries of slumber to make its presence felt throughout the world. The success of the Revolution was a piece of rare good fortune to those concerned in it, for although the Manchus "had exhausted the Mandate of Heaven," a very little statecraft at a critical juncture might have given the victory to reaction. But the victory of the Republic is not a complete one. China is torn by the dissensions of her rulers, and by the difficulties of a financial situation



TO BE FIRST TAUGHT HUNTING, AND THEN HUNTED AWAY BY HIS PARENTS: A YOUNG GOLDEN EAGLE "TAKING OFF."

"The eagles use a spare nest as a larder, depositing in it the remains of grouse, hares, etc. . . . After venturing forth on their first flight, the eaglets are instructed in the art of hunting by their parents, but after a certain time these same parents . . . drive them out of the glen."

From "The Charm of the Hills," by Seton Gordon, F.Z.S.; by Courtesy of the Author and the Publishers, Messrs. Cassell and Co.



QUEEN OF BIRDS, AND OWNER OF TWO NESTS—ONE A LARDER: A GOLDEN EAGLE LEAVING HER EYRIE.

ANOTHER LEGEND CONFIRMED BY SCIENCE: AN EAGLE'S THIRD EYELID THAT ENABLES HIM TO LOOK AT THE SUN.

(Continued.) at the instant the photograph was taken. . . . It is probably because of this that the ancient legend of an eagle being 'able to look into the face of the sun' originated."

From "The Charm of the Hills,"

whole volume will be full of interest, by reason of its innumerable first-hand records and its abundant photographs of birds in their native haunts. Mr. Gordon writes in a readable style, and it is by no means necessary to be a scientific naturalist to enjoy his fascinating work, which abounds in happy descriptions and curious anecdotes of wild life in the Scottish Highlands. His care not to hurt or rob the creatures he studies is a tacit rebuke to all marauding bird-masters and other wanton destroyers.

MARINE BEASTS THAT HUNGER-STRIKE: SEA-ELEPHANTS OF GUADALUPE.

PHOTOGRAPHS BY FRANK E. MORTON.

The following account, by Rita Breeze and Grace Marcuson, accompanied the photographs here reproduced: "Scientists all over the world have become interested in the valuable herd of sea-elephants rediscovered on Guadalupe Island a year and a half ago, by the U.S.S. 'Albatross' expedition of the American Museum of Natural History. There were, all told, but 150 animals in the herd. By recent word, this number has been diminished to only thirty-six, and the animal is threatened with complete extinction by reckless mercenary hunters. Naturalists desire further information regarding the strange creatures known to exist only in this vicinity, and a loud call for their preservation is going up. Plans are being formulated for an appeal to the Governments of the United States and Mexico.

(Continued opposite.)*(Continued)*

"This animal, an important link in the chain of evolution, is the largest of all fin-footed mammals. It looks like a seal in a transitional stage, on its way to becoming an elephant. The adult male measures about twenty-two feet in length, and stands eight feet high when propped up on his front flippers. These great bulls weigh from two to three tons, and while in colour they are generally a dark reddish brown, one of them was observed to be flesh-pink and seemed very old. They have a trunk or proboscis, which, when relaxed, hangs down over the mouth about two feet. In the end of this the nostrils are placed rather wide apart, and when they breathe the whole snout-like affair trembles in tiny undulations . . . Food is transferred to the mouth precisely as elephants manage.

(Continued below)*(Continued.)*

"The flippers are thick and tipped with heavy claws. Skeletonised, they spread out in a fan of five fingers, like a hand. There is a tail about one and a half feet long, separated horizontally in two divisions. This acts as a propeller.

"Coarse bristly hair grows sparsely from the neck back along the body, and a tough protecting crust of flesh reaches, like a shield, from the lower jaw down over the chest, and around to the back of the neck. This bib affair is Nature's provision for times of battle. The males fight viciously in the mating season, which is in March, and the anatomical barricade with which each is provided prevents much loss of life. When angry, the animals rise up on their front-flippers, swaying ponderously from side to side. A queer trumpeting, something between a snort and a roar, accompanied by much blowing through the proboscis, is an invariable prelude to their movements. A fierce lunge at an opponent is succeeded by a great deal of grumbling as the aggressor backs off preparatory to another attack.

(Continued below.)

1. THE LARGEST FIN-FOOTED MAMMAL, WHOSE BREED IS THREATENED WITH EXTINCTION: A SEA-ELEPHANT.
2. TRUNKED LIKE THEIR COUSINS OF THE JUNGLE: A GROUP OF SEA-ELEPHANTS

(Continued)

"The sea-elephants are to be seen most frequently in a small cove on the west side of the island . . . absolutely inaccessible from the land. Cliffs 4000 feet high rise just back of the narrow beach. . . . A heavy surf beats in continually. . . . Landing is made in a row-boat. This tiny niche is called 'Sea-Elephant Beach.' . . . At first the animals did not seem afraid of human beings; later, an attempt was made to lasso one of the yearlings. . . . With the first tightening of the rope around his neck, the

3. ANIMALS OF WHICH THERE WERE ONLY THIRTY-SIX LEFT LAST YEAR: SEA-ELEPHANTS OF GUADALUPE.
4. HALF-A-POUND IN WEIGHT, 7-INCHES LONG, AND 2 INCHES WIDE: A SEA-ELEPHANT'S EYE-TOOTH.

5. AN EVENT FREQUENT IN MARCH, THE MATING SEASON: SEA-ELEPHANTS FIGHTING.

6. SOME OF THE LAST SPECIMENS OF THEIR KIND THAT SURVIVE FROM PREHISTORIC TIMES: SEA-ELEPHANTS.

terrified creature began to pull and roar. Three men strained at the other end of the rope, but the animal dragged them right along after him, till, fearing lest he should turn and attack them, they let go of the rope and he floundered off and settled himself on a high point of rock. . . . Yearlings have been captured by throwing stout nets over them, after which they were lifted into the boats with a derrick. When frightened, they have been known to refuse food for nearly a week."

ART, MUSIC, & THE DRAMA.



A GREEK ARTIST PAINTING AN AMPHORA.

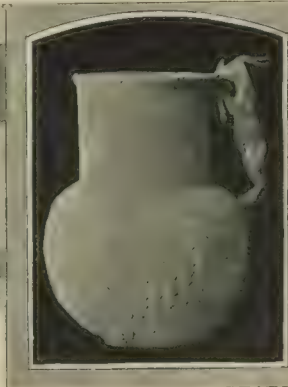
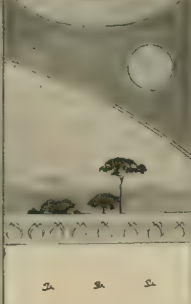


Photo. Boyer.

WITH BODY OF SILVER AND GOAT-HANDLE OF GOLD: A VASE FROM ZAGAZIG.



A POMPEIAN WOMAN-PAINTER.

MUSIC.

MR THOMAS BEECHAM will be congratulated heartily upon the success of the little season of German opera and Russian ballet now at an end. In many respects the performances have been equal to anything to which grand season has accustomed us, and in "Der Rosenkavalier" we have a valuable addition to the operatic repertoire, provided always that the Grand Opera Syndicate—which is a business organisation—can afford to meet Dr. Strauss on the question of performing rights.

We may take it for granted that the season just at an end has been carried on at a financial loss, despite the good attendance and the remarkable interest aroused in musical circles; but then the financial aspect of the venture was known when the first arrangements were made. Mr. Beecham has dealt very generously with the Metropolitan, and may look back with pride to his accomplishment.

It is reasonable enough to "welcome the coming, speed the parting guest," and before the programme of the winter season was at an end the Grand Season arrangements had been published. One notes again the lengthening of the operatic session: it will be fourteen weeks this year, and will open as early as April 21. For the first month there is German opera, including two complete "Ring" Cycles, under the direction of Herr Nikisch. Wagner was born in May, 1813, so that the performances are to be regarded in part as a centenary celebration. Humperdinck's "Königskinder," a work of rarest beauty, produced without due recognition in the autumn of 1911, is to be revived; and a new German opera, by W. von Waltershausen, founded upon Balzac's "Le Colonel Chabert," is promised. There is a novelty in the Italian section—Ezio Camussi's "La Du Barry," one of the recent successes at La Scala, in Milan; and in the French section stands Charpentier's "Julien," the sequel to "Louise."

The Royal Choral Society's performance of "The Dream of Gerontius" last week found the choir on familiar ground. They have mastered the score without losing any of their interest in it, and the occasion was made noteworthy by the fine singing of Mme. Muriel Foster as the Angel, Mr. Gervase Elwes as

Gerontius, and Mr. Dalton Baker as the Angel of the Agony. One feels after hearing the greater part of Sir Edward Elgar's composition that his genius finds its best expression through the medium of oratorio.

The third of the Balfour-Gardiner concerts was given by the New Symphony Orchestra and the

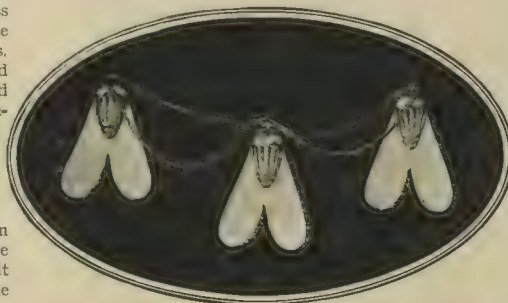


Photo. Boyer.

JEWELS OF A QUEEN OF OLD EGYPT: A GOLD NECKLACE, WITH THREE GOLDEN FLIES.

London Choral Society in combination. Of the new works, Mr. von Holst's choral song, "The Cloud Messenger" is a very ambitious effort, but not always sustained. Dr. Vaughan Williams conducted a striking and effective "Fantasia on Christmas Carols," which was sung by Mr. Campbell McInnes and the Choral



Photo. Boyer.

IN MASSIVE GOLD: A BARQUE OF OLD EGYPT, DESIGNED FOR A KING.

ART OF OLD EGYPT: FINE EXAMPLES IN THE GIZEH MUSEUM.

Society. Mr. Balfour Gardiner conducted a tone poem, "Christmas Eve on the Mountain," by Mr. Arnold Bax.

Dr. Theo Liebhafner's song-recital at Bechstein's served for the introduction of some interesting Russian songs, sung with one exception in Russian. Rachmaninov's "Lilac," which was encored, is a particularly charming number, and it is needless to say that the veteran singer did full justice to it.

THE PLAYHOUSES.

"THE HANDFUL," AT THE PRINCE OF WALES'S.

IT cannot be said that Miss Marie Tempest does not encourage the young and more or less untried author. Through her help, Mr. Anthony Wharton got his second chance when she staged "At the Barn"; and again at the Prince of Wales's Mr. Harold Chapin made his first bow as writer of a full-sized play in "Art and Opportunity." Now, with "The Handful," she gives a fresh dramatist, Mr. Gordon Edwards, his opportunity, and herself tries a new rôle in the shape of a woman of forty who finds a difficulty in accepting relegation to the shelf and making way for the younger generation. The author of "The Handful" has got something to say, but he takes a very long time to say what might have been said in a very few words. A single act might have summed up the position of his heroine, Lady Wetheral, whose children decide that it is about time a mother should be taught her place who carries off her daughter's lovers and whose son's friends stand him dinners in order that they may be introduced to her and start a flirtation. The case might have supplied material for a curtain-raiser; but Mr. Edwards occupies no less than four acts in bringing Nemesis to bear on his irrepressible grass-widow. To say that his story is thin, his character-drawing is superficial, and the general tone of his piece is flippant, is to insist on no more than what the truth warrants. But he has got the knack, like Mr. Chapin, of writing witty dialogue; he has what we call the sense of the theatre; and he contrives in certain instances—notably that of Lady Wetheral's young son—to credit his *dramatis personæ* with the sort of talk his or her type might employ if caught off their guard. And perhaps, though he never reveals to us the real inwardness of his heroine, he may have given Miss Tempest an effective part. Not even this accomplished comédienne can make Lady Wetheral convincing in all her moods, but she offers a brilliant display of virtuosity, a charming study in light but artificial comedy; and Mr. Charles France, Mr. Graham Browne, and others provide adequate support. So that "The Handful" may serve for a while.

Photo. Boyer. SHOWING A BUNCH OF POMBOURATE FLOWERS: A GOLD EARRING FROM OLD EGYPT.



Photo. Boyer.

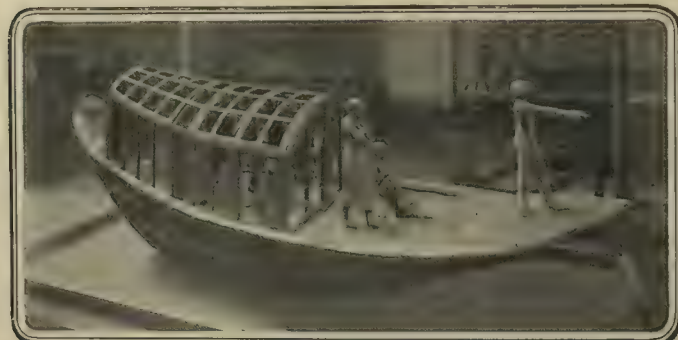


Photo. Boyer.

OF THE FIRST THEBAN PERIOD: AN ANCIENT EGYPTIAN FUNERAL BOAT.



Photo. Boyer.

OF THE ELEVENTH DYNASTY: MODELS OF LIGHT INFANTRY.

A MOST ROMANTIC INDUSTRY: "JOSEPH VOYAGEUR" AT WORK.

DRAWN BY OUR SPECIAL ARTIST, CYRUS CUNEO, R.O.I.



TYPICAL OF MANY, SOME OF WHICH ARE HALF-A-MILE LONG AND WORTH £50,000: A LUMBER-RAFT, WITH THE SHANTIES OF THE CREW ABOARD, FLOATING DOWN A GREAT CANADIAN WATERWAY.

Lumbering is the most romantic of all the industries of Canada. The tall trees of Canadian forests supplied the masts of British men-o'-war in the old sailing days; now they yield the wood for the settler's shack on the flat prairies, or feed the paper-mills for daily newspapers all over the world. Most of the lumber-jacks are French Canadians; but there is a considerable sprinkling of Swedes and Scots. The lumber

cut in the forests is floated down the great waterways in rafts perhaps half-a-mile long, and worth sometimes as much as £50,000 a-piece. The crew may consist of as many as thirty, who may have to spend a week or more on board, and put up shanties for shelter. "Joseph Voyageur," as the French Canadian lumber-man is nicknamed, is a great musician, and still sings the old folk-songs of the time of Louis XIV.

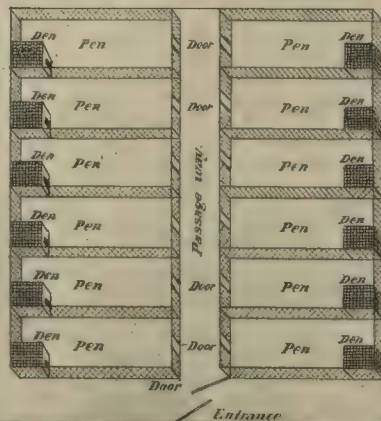
GOLD IN THE PELT: ON A RANCH DEVOTED TO "SILVER" FOXES.



Not long ago a "silver" fox-skin (blue-black sprinkled with silvery hairs) sold in London for £540, and within a few weeks it had been sold again for £590; while others recently averaged £500 apiece abroad. The skins vary greatly in quality, and it has been estimated that only one fox in every 500,000 killed in the wilds is the pure, "silver" black demanded by fashion and wealth. From the Far North of Canada comes an average of but five perfect skins a year. Such facts as these lend great importance to the breeding of "silver" foxes as an industry of Prince Edward Island, an industry which began twenty years or so ago, and has developed greatly since.

Continued opposite.

Ground Plan of a Fox Ranch.



Continued

When three firms had come into existence, and with skins selling at from £300 to £400 apiece, endeavour was made to keep the business secret. Since then it has increased very considerably, and there are no fewer than 115 ranches on Prince Edward Island, containing from 1 to 20 pairs each. One of the large ranches recently sold, to a Russian noble, six pairs of breeding foxes, the price paid being 100,000 dollars. On Prince Edward Island, the foxes are enclosed in pens of wire netting, fifteen feet square, and from ten to twelve feet high. The daily allowance of food for a fox is a quarter of a pound of meat and a small handful of table scraps, or one pint of skim

[Continued below]



1. ON A PRINCE EDWARD ISLAND FOX-RANCH: A TYPICAL "SILVER" FOX BEHIND WIRE NETTING.

5. ILLUSTRATING THE DISPOSAL OF PENS AND DENS: THE GROUND PLAN OF A TYPICAL FOX-RANCH.

Continued.

or butter-milk. The young are born in April or early in May. The usual first litter consists of four; the other litters of from four to eight. To avoid damage to the skins, the animals are killed with chloroform. It is claimed for the "silver" foxes from Prince Edward Island that their skins are of very exceptionally high quality for several reasons; and the animals are most carefully bred and fed, and are kept in such a

2. SHOWING A PAIR OF FOXES IN THEIR PEN; ON A FOX-RANCH ON PRINCE EDWARD ISLAND

4. ILLUSTRATING THE DOMESTICITY OF THE ANIMALS: A FOX BEING PHOTOGRAPHED BY ITS OWNER.

way that the chances of the fur getting damaged are reduced to a minimum; while the red earth of the place contains no lime to burn or bleach the pelt when the foxes burrow. It need not be said that the faking of ordinary black skins to make them look like the "silver" is not unknown in European and other countries; but such skins never deceive the expert.

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DOLLY VARDEN

—"Barnaby Rudge."

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ART NOTES.

WHEN Mr. D. S. MacColl went as Keeper to the Wallace Collection he was congratulated much as Mr. Birrell will be congratulated when he is removed to the Upper Chamber. Among the glass cases of a collection that must be neither diminished nor increased, his future promised to be as fruitless as that of the legislator who passes unavailing judgments upon Bills wrung dry and dull in the Commons. Mr. MacColl's critical spirit is too venturesome to be locked for ever with the Marquess's. Lord Hertford's taste in pictures ran very much on the expected lines, and although the Wallace Collection was partly formed by the Marquess's English agent, Mawson, and by Sir Richard Wallace's own contributions, it bears all-sufficient evidence of its owner's taste for the "late" period.

Although the time must come when he will slip away from the attendants, the turnstile, and the eighteenth cen-

tury, Mr. MacColl has not yet grown weary of Manchester Square. To the *Burlington Magazine* he contributes the confessions of a Keeper, and is almost gay over them. "To some of us," he writes, "it is not natural to take much interest in the history of a picture, but none of us is quite without the instincts of the hunter or detective bound, as a good curator, to take a hand in the business. I find that the chase has its fascinations, and that a documentary reference, the record of a sale, a signature



Photo. Renan.

THE GREATEST DISASTER TO THE GERMAN NAVY SINCE 1896: THE DESTROYER "S 178," SUNK IN COLLISION WITH THE CRUISER "YORCK" OFF HELIGOLAND.

During stormy weather on the night of March 6, after manoeuvres in the North Sea, the German destroyer "S 178" was sunk in collision with the cruiser "Yorck." Two officers and sixty-eight men of the destroyer were drowned, and only fifteen were saved. This was the most serious disaster in the German Navy since the gun-boat "Itis" sank near Shanghai, in 1896, with sixty-eight men. The "S 178" was launched at Schichau in 1909. She displaced 636 tons.

or date discovered, can add a modest glow to the end of an intellectually dusty day." Mr. MacColl's detective methods are worthy of Father Brown. While he still thinks that the front of a picture is the more important side, he observes that there is often a good deal to be found on the back. For the moment the passion is on him; he would like to be turning all the pictures in Europe with their faces to the wall, and so settle many questions left in dispute by higher criticism. Mr. MacColl declares that he is not yet so lost to a sense of the real world as to inflict the magazine reader with a great deal of his researches: "Their proper place of interment is a catalogue." He is completing a revised version of the Wallace Catalogue.

Messrs. Manzi, Joyant, and Co. are showing "examples of contemporary French art" at their Bedford Street Gallery. It is a mixed gathering, and not uninteresting, if only because it proves again that quite a number of Parisian modes in paint are wholly undistinguished. The very large sylvan scenes by a lady might, as far as their general plan goes, belong to an earlier Leighton period. The essays in Post-Impressionism, on the other hand, also lack conviction, so that one hardly knows where to look for the true characteristic of the moment. A little landscape in the Basque Provinces, by M. Gabriel Roby, is as good as anything in the collection; and M. Hellen, of course, keeps his grateful eye upon graceful femininity. The canvas called "Coves Regatta—Lady in White Seated on Deck," offers something more engaging than ships.

A series of coloured drawings of animals by M. Us in another room affords a pleasant respite from the prevalent joke of the time—the joke against animals. A Society for the Prevention of the Caricaturing of Beasts has never been needed. The idea that children prefer a pig with spectacles and breeches to a pig in a sty is scouted by Mr. Belloc and other specialists in the current number of the *Imprint*; here we have nothing that the Society could disapprove. M. Us draws straightforward four-footed or feathered things, more or less as they are created. E. M.



Photo. Renan.

THE GERMAN CRUISER IN COLLISION WITH WHICH A GERMAN DESTROYER WAS LOST WITH SEVENTY LIVES: THE "YORCK" IN THE KAISER WILHELM CANAL.

In the official account of the disaster issued by the German Imperial Navy Office, as given in the "Times," it is stated that, "in order to reach her anchorage, 'S 178' tried to cross the bows of the large cruiser 'Yorck.' The danger of a collision was seen at once on board the 'Yorck,' and she tried unsuccessfully to avert it by a movement to starboard and by reversing all her engines." The "Yorck" was built by Blohm and Voss, and completed in 1906. She displaces 9050 tons.

THE SKIN OF THE DOG is very sensitive; also it is very absorbent, hence in that animal a larger surface than is necessary should not be treated, nor a large quantity of the Elliman's used at one time, about the body in particular. When rubbing is indicated, it should be done gently. Apply for Dogs-Birds Section of the Elliman E.F.A. Book (treatment of Animals), 56 pages, free and post free; the complete E.F.A. Book, 204 pages, Illustrated, Horses, Cattle, Dogs, and Birds, well bound, is not free, but may be obtained upon terms indicated upon page one of the booklet which accompanies 1/- and 2/- bottles of Elliman's Royal Embrocation, for Use on Animals.

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New Hair Grown on Bald Heads. Hair Falling & Splitting stopped in Five Days.
ROYAL HAIR SPECIALISTS OFFER OF A WEEK'S TREATMENT FREE

HAIR-POVERTY AND ITS CAUSES.

Is baldness a part of the price which must be paid for the benefits of civilisation?

This is a question which has engaged the attention of some of the foremost scientists of the day. For it is a fact that only in a highly civilised and cultured people do baldness and hair-poverty exist.

The opinion of Mr. Edwards, the leading Court Hair Specialist and inventor of "Harlene Hair-Drill," on this matter must be of supreme interest to all who cherish their hair.

"To remedy an evil, find the cause," says Mr. Edwards.

What is the immediate cause of hair-poverty?

The conditions of modern life cause a scurf accumulation to collect around the hair root, choking it and denying it all nourishment. Many people, because they cannot see this accumulation, do not think it exists.

But it does.

It collects on all heads, and scientific experiment has proved that no amount of washing entirely removes it. And unless it is removed it begins before long to set up an intolerable itching of the scalp, or the hair—being starved—becomes brittle and splits at the ends. Finally it commences falling out at an increasingly alarming rate.

This, then, is the cause of hair-poverty and baldness.

HOW "HARLENE HAIR-DRILL" OVERCOMES THE CAUSE.

The experiments shown above were actually carried out on human heads of hair to demonstrate the manner in which "Harlene Hair-Drill" overcomes the handicap of modern conditions.

It is no part of the "Harlene Hair-Drill" treatment to force hair to grow in opposition to Nature. The Secret of "Harlene Hair-Drill" success lies in the fact that it co-operates with Nature, and by bringing about a healthy condition of vitality in the scalp allows Nature to grow long gleaming tresses with that glow of perfect health which no chemical stimulants can produce.

"Harlene" supplies all the nourishment needed by the delicate hair roots. Every day letters arrive at the headquarters of the "Harlene Hair-Drill" campaign telling the wonderful story of the restoration of some happy user's hair to perfect health by simply drilling for two minutes every day with "Harlene."

And how marvellous have been these results.

Ladies who almost despaired of ever again having rich and abundant hair to-day glory in their flowing tresses. Gentlemen

who saw with dread the day approaching when they would be totally bald now laugh to scorn the idea of even thinning hair.

For the "Harlene Hair-Drill" results are permanent.

Hair-poverty, to-day is a reproach. It stamps a woman as *passé*—a man as growing old before his time.

But there is no need for hair-poverty at all. Remember that, having discovered the actual cause of hair-falling and baldness, Mr. Edwards does not merely ask you to use "Harlene Hair-



For the purpose of showing the marvellous results of "Harlene Hair-Drill" this drawing has been prepared from actual photographs. The outer halves of these two heads show the condition of the hair before commencing the "Harlene Hair-Drill" treatment. The inner halves show the results of "Harlene" and "Hair-Drill." In the case of the lady this result was achieved in only five weeks, and in the gentleman's case in seven. You can have your first week's treatment free by taking advantage of Mr. Edwards' generous free gift offer. Write for it TO-DAY.

Drill" because it is "good for the hair," but because it is now admitted to be the only sure method not only of growing hair, but of retaining the hair's health. No persistent user of "Harlene" suffers from hair-poverty. Why should you?

"Harlene Hair-Drill" will cure all the following hair and scalp disorders, as it has done for hundreds of thousands of sufferers the world over.

- Total Baldness (even of years' standing).
- Partial or Patchy Baldness.
- Thinning of Hair over the temples.
- Thin, weak, straggling Hair.
- Hair which falls out whenever brushed or combed.
- Hair which splits at the ends.
- Dull, dead-looking, lustre-lacking Hair.
- Dry, brittle Hair.
- Greasy, inelastic Hair.
- Deposit of Scurf and Dandruff.
- Discoloured Hair.
- Irritation of the Scalp.

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Below there is printed a coupon.

Fill it up and send it (with 3d. in stamps to pay postage of return Outfit) to the Edwards' Harlene Co., 104, High Holborn, London, W.C.

In return you will be sent the following free Hair-Growing Toilet Gift. It contains—

1. A trial bottle of that delightful hair-foam and tonic-dressing, "Harlene-for-the-Hair."
2. A packet of "Cremex" for the Scalp, a delightful Shampoo Powder for Home use, which thoroughly cleanses the Scalp from Scurf, and prepares the hair for the "Hair-Drill Treatment."
3. Mr. Edwards' private book on "Hair-Drill" Rules, which shows you how, by practising them for two minutes a day, you can put a stop to the falling or fading of your hair, and restore the latter to luxuriant, healthy, and lustrous abundance.

All chemists and stores sell "Harlene-for-the-Hair" in 1s., 2s. 6d. and 4s. 6d. bottles; "Cremex" in 1s. boxes of seven shampoos, single shampoos 2d.; or you can obtain them post free from the Edwards' Harlene Co., 104, High Holborn, London, W.C.

But first write for the seven days' Free Course of "Harlene Hair-Drill." Fill up this coupon. Post it to-day (with 3d. in stamps to pay carriage of Outfit). By return the complete Triple Toilet Outfit will be yours—to rescue your hair from the perils that are attacking it, and to render it once more more attractive, abundant, glossy, bright, and full of colour.

This Coupon entitles you to One Week's "Harlene Hair-Drill" Outfit—FREE.

To the EDWARDS' HARLENE CO., 104, High Holborn, London, W.C.

Dear Sirs—Please send me by return of post a presentation Toilet Outfit for practising "Harlene Hair-Drill," including (1) Free Bottle of "Harlene-for-the-Hair" (2) Free Packet of "Cremex" Shampoo Powder; (3) "Hair-Drill" Manual of Rules and Instructions for Growing Healthy and Abundant Hair. I enclose 3d. in stamps to pay carriage of above to any address in the world. Foreign stamps accepted.

NAME

ADDRESS

Illustrated London News, March 15, 1913.



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LADIES' PAGE.

COMMENTS have been made on the fact of so few ladies having stood for election to the London County Council. There is, no doubt, work specially suitable for women to do on a Board that governs education, looks after the insane, and is charged with the administration of many laws that concern the domestic life of the community. It is not surprising, however, that no great number of women candidates come forward. In the first place, so long as opinion appears to maintain that public affairs are not women's business, it is quite natural that nearly all women should bow before that opinion, and thus many women who would be very useful on local bodies hold themselves scrupulously aloof from all public business. Then, the supply of competent women candidates is further diminished by the fact that only persons entitled to the municipal vote are eligible for membership, and this shuts out both the majority of married women and of single women living with relations or friends. Again, the ties of party are so fastened upon all public life that unless the party managers in a constituency are induced to accept a woman as an official candidate, it is highly unlikely that she will be elected; and there is no eagerness on the part of those gentlemen to secure women members. Finally, to press forward a candidature needs money, and women have generally only small means. All these reasons added together result in there being very few women on County Councils, and, accordingly, nobody can point to any great result from women's voting for those bodies.

There is one matter in particular in which the municipal authorities everywhere do not treat poor women fairly. I see that this neglect is described in one newspaper as being "ungallant," and in another as "unchivalrous," but it is nothing of the sort—simple fair play does not deserve fine epithets when it is rendered. The point in question was mentioned by the Duchess of Marlborough the other day at the opening of a cheap lodging-house for poor women that has been provided by a voluntary society, "The National Association of Women's Lodging-Houses." Her Grace remarked that she had, a few weeks earlier, been present at the opening of another home of the same sort provided by the Ada Lewis bequest. "But," she added, "in almost all the large towns there are similar houses for men provided for out of the rates; and in all England there are only three municipal lodging-houses for women."

In London, under the London County Council, there are several such great palaces provided for men, with every possible comfort, at exceedingly small rents, by the ratepayers, and not one such lodging-house exists for women. Yet it is so much worse, more dangerous and distressing both for poor women to have to herd in common lodging-houses or to sleep in the streets, that it might have been expected that a public body deciding thus to use the rates



ARTISTIC DRAPERIES.

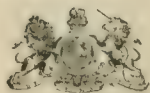
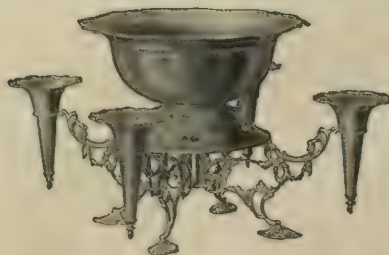
A charming spring toilette for a slender figure.

would have considered the women in the first place, more especially as there are also in London a large number of other similar homes for men provided by a private company, and called the Rowton Houses, which also are not available at all for poor women.

Quite a household word is Ronuk—sanitary polisher and cleanser. The maids need Ronuk for furniture, for metals, for floors; the groom must have his Ronuk harness composition; the boot-boy his Ronuk boot-polish. Probably some members of the family have also had practical experience of its merits on occasions, for there are to be obtained little polishing sets in boxes, so clean and dainty as to render shoe-shining quite an agreeable task. But the Ronuk claim to fame upon a larger scale lies in the unqualified praise given by the *Lancet* and by medical men generally to this firm's sanitary treatment of floors—not only in the humblest home, but in hospitals, schools, and other important public buildings. Indeed, the list of institutions in which the flooring is under the care of this well-known firm is headed by the National Gallery. The Ronuk Company will undertake the first preparation and polishing of flooring, panelling, and all interior wood-work, and then supply all the materials to keep it in splendid condition afterwards.

Those housewives who send to 40D, Donegall Place, Belfast, and ask for a free copy of Messrs. Robinson and Cleaver's newly issued "Green Book of Damasks" will receive something that is assuredly well worth the having. Sixty-three green pages, showing the most charming designs that imagination can conceive of refined and high-class damasks cannot fail to be of keen interest to every woman who is in the least degree "house-proud." The artistic designs are the exclusive property of this firm, and cannot be purchased elsewhere—it is the delightful freshness and novelty of the patterns that make the "Green Book" so alluring to study. Moreover, those who wish to replenish their stock of house-linen will find prices most clearly set forth in every instance.

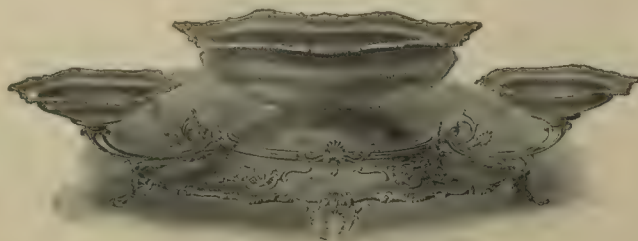
The smart effect given by the discreet mingling of plain materials and striped or plaid fabrics in varying tones of one colour is never entirely overlooked by Dame Fashion for tailor-made gowns. But some seasons it is more highly in her favour than others, and this spring not a few of the smartest of morning-gowns are being built on this principle. A charming model from Vienna, for instance—typical of many—had a skirt of a quiet plaid formed of subdued tones of prune-purple, strapped down its seams by bands of purple cloth. The coat, on the other hand, was formed entirely of this purple cloth, and had strappings and buttons of the plaid fabric. This is the idea in its perfect simplicity—no novelty to any well-dressed woman—but this season complications of the notion are numerous and elaborate. Stripes allow as much—or even more—scope for the cutter's skill, as does plaid; when exquisitely arranged in quite intricate designs, the clever manipulation of striped fabric sends up the garment's cost tremendously. FILOMENA.

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ELKINGTON PLATE.
£4 4 0Massive Sterling Silver Centrepiece, large oval Bowl and two Side Dishes (gilt inside).
Dishes are detachable for separate use. Length, 34 ins. Height, 10 ins.
£85 0 0

NEW NOVELS.

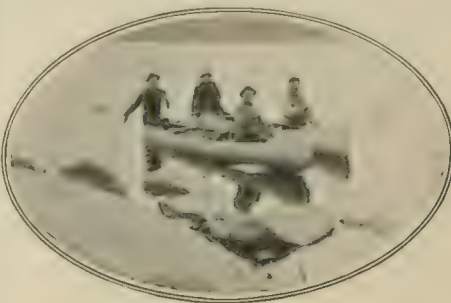
"A Runaway Ring."

Mrs. Henry Dudeney's people are never commonplace—not even when she paints a commonplace type. They have a Dudeneyish twist, which means something droll, or tragic, or exasperating. They may be dull to their fellow-puppets, but they are not dull to the reader, and this is not explained by observing that they have the knack of being alive. Life itself, as we all know, can be duller than the dullest novel. In life, the Baigents would have been to us—as to the unfortunate Fanny, heroine of "A Runaway Ring" (Heinemann)—inexpressibly boring; but between the covers of this clever book they teem with interest. But what a family for Fanny, the unacknowledged child of the eccentric Frusannah's intrigue with some dimly outlined, world-famed personage—what a family for poor Fanny to marry into! The Baigents believed in themselves, in their respectability, in the perpetuation of their species, preferably by marrying into "the Services," in their hothouse grapes, their suburban home,

and especially in their aged mother and her platitudes. When they were stirred to their depths, as by the revelation of Fanny's illegitimacy, they became violent and blatantly vulgar. The clean Ninian, with his clear skin and his pince-nez, grew abusive and behaved like a ruffian to Frusannah, his guest and his wife's mother. If Mrs. Dudeney wants to show us that respectability is only skin-deep, she has certainly furnished us with a striking example in Ninian. The

curious (and admirable) thing is that Fanny goes back to him. That is just what would really happen, but we never expected to find it in a novel. "A Runaway Ring" is a fine piece of work—perhaps the finest that Mrs. Dudeney has yet written.

"Fortitude." Mr. Hugh Walpole's mind inclines to grave subjects. "Fortitude" (Martin Secker), if the most ambitious, is certainly not the least sombre of his books. It is very carefully thought out, and the hammer of destiny falls upon Peter Westcott exactly where it is necessary that his mettle should be most effectively proven. He had a bad "history," as the doctors say. His father and his grandfather had been, each in his turn, moody men, cruel men, and in the end beings something less than human. Their stock threw up Peter, a genius; and this book is the story of how he fought against the inherited taint, and of how fortitude came to be to him—how could it be otherwise after all he went through?—the greatest of earthly assets. The Cornish atmosphere of the early chapters is capital: Cornwall seems to inspire our young writers as no other



MOOSE-HUNTING IN NORTHERN QUEBEC: GUIDES BRINGING THE MEAT AND HEAD BACK TO CAMP.

Describing the moose-hunting trip in Northern Quebec here illustrated, Mr. John J. Meagher, a well-known lawyer of Montreal, writes: "Mr. A. G. McArthur and I went into the bush from Lake Edward, P.Q., the 20th September, and remained two weeks. Lake Edward is five hours' railway journey North of the City of Quebec. The Lake Edward Reserve is controlled by a man named Rowley, who makes all arrangements, and furnishes everything except personal apparel and firearms. On arrival at Lake Edward he had everything

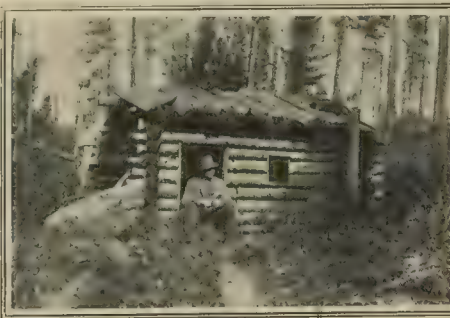
Photographs supplied by Mr. J. J. Meagher.



CANOES THAT CARRY A HEAVY LOAD YET CAN BE EASILY CARRIED: READY TO START.



WHERE THE FIRST MOOSE WAS SHOT: LOADING THE CANOES WITH THE HEAD AND MEAT.



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A CAMP SCENE ON A MOOSE-HUNTING TRIP: MR. J. J. MEAGHER (STANDING) AND FOUR GUIDES, AT DINNER.

(Continued) ready for us—four Indian and French Canadian guides, three canoes, tents, blankets, rubber sheets, portable stoves, and all provisions. The district, especially this season, was literally alive with moose. We used large 16-foot canvas canoes, capable of carrying a heavy load and yet light enough to portage easily. The district is a network of lakes and rivers, full of excellent red speckled trout of large size. . . . We slept under canvas all the time. . . . Mr. McArthur and I were fortunate in each getting a moose, and could have shot at least three more between us, but the law only allows one bull moose per man per season."

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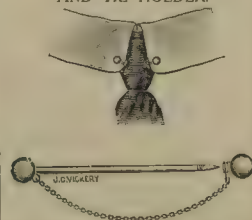
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Continued.]

corner of England is able to do; perhaps because it remains still so largely unspoiled. "Fortitude" deserves high praise—we think the very highest—for the dogged manner of its working out. It might have been written by Peter himself; and in a sense, being a work of art, of course it was. The chapters on "Dawson's," the third-rate school where the small boy went through the suffering that comes to the finer spirits when evil stalks abroad in the noonday, are painfully convincing. Altogether, a powerful book.

"Helena Brett's Career." We have met people resembling Mr. and Mrs. Herbert Brett before, in short stories if not in novels—the

husband who is absorbed in his writing, and the wife who scribbles, Jane Austen-wise, on odd sheets hidden away, and achieves fame. "Helena Brett's Career" (Chapman and Hall), is, however, much more than a repetition of this familiar situation. It is a brisk and entertaining novel

which happens to include an exact analysis of an egoist—quite a little masterpiece, indeed, in the art of vivisection. Herbert Brett's vitals are explored, all by way of the story, without leaving a corner unexplored. We follow his stupidity, his vanity, his outrageous selfishness until, just when our repulsion is beginning to get beyond bearing, clever Mr. Desmond Coke tweaks us back to pity. This is not a man, as we honour the name of manhood; he is an unreasoning child, who will suffer the limitations of childhood, as he hugs its illusions, to the end of his days. Therefore—observe the neatness of this—Helena Brett, who sacrifices her promising second book to his jealousy and who is worth a dozen of him any day, is not an object for compassion, because she is, after all, a woman with a child to cherish. Mr Coke is careful to explain in a preface that his unpleasant little author is not drawn from life. Of course not; but he pillories a certain type by no means unknown in the literary world.

become a conscious affliction. Mr. Cameron Wilson, who deals with an underworld as grey as Gissing's, as packed with the congestion of sordid streets as Mr. Wells's, has the courage to introduce a philanthropic rich man into the middle of it, who plucks unfortunates out of the



AN ENGLISH VILLAGE DEPOPULATED BY EMIGRATION TO CANADA: DOVE HOLES, NEAR BUXTON—THE MAIN STREET.

Dove Holes, a village near Buxton, has lost no less than a quarter of its inhabitants during the last eight years by emigration to Canada; that is, two hundred and fifty out of a population of about one thousand. The exodus began with a quarryman named J. S. Marchington, who was led to make the experiment by a book of adventure, and news of his success attracted many others. The other photograph shows a group of his relatives. On the extreme left is his father, and in the doorway is Mr. Marchington, the village postmaster and grocer, who is thinking of joining his brother in Toronto.

"The Friendly Enemy." A clever first book,

"The Friendly Enemy" (Mills and Boon) presents forcefully the aspirations of a fettered soul. So far as the nature of Bill Wilder went, he might have been born in any state of life, in Mayfair just as well as in the East End; he would have yearned and stifled no less. It was a congenital dumbness that oppressed him, although the definite object of his desires remains obscure. Mr. Cameron Wilson has made a very good piece of work out of his sad story—for it is, looking at its inwardness, all the sadder because we leave Bill still impotently desiring he knows not what, after having arrived at a decent and orderly life. The last chapter exhibits him in that condition of instructed ignorance that knows the depths of its own shortcomings: his dumbness has



THE "DESERTED VILLAGE" AND SOME PROSPECTIVE DESERTERS: RELATIVES OF THE FIRST EMIGRANT AT THE POST OFFICE, DOVE HOLES.

stew with the indiscriminate of a wonder-working saint of the Middle Ages. Alas that so few of these miracles can be verified! The East-End parson is a more convincing figure, and is perhaps, after Bill and his mates, the best character in a book well above the average run of novels.

With the approach of Easter many people turn their attention to a short holiday at sea, and in this connection it is interesting to note that the R.M.S.P. & P.S.N.C. have arranged for no less than eight cruises. Probably the most interesting is that from London on March 20 to Gibraltar, Tangier, Casablanca, Mazagan, Safi, Mogador, Las Palmas, Tenerife, and Madeira, returning to London on April 13. The other tours are from Liverpool and Southampton to France, Spain, Portugal, the Canary Islands and Madeira. Full details can be had from any of the offices or agencies of the R.M.S.P. or P.S.N. Co.



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WILLS AND BEQUESTS.

THE will (dated March 1, 1889) of LIEUTENANT-COLONEL FRANCIS CHARLES TROLLOPE, late Grenadier Guards, of 1, Montpelier Square, Brompton, who died on Jan. 28, is proved by William Henry Trollope and Thomas Ernest Trollope, brothers, the value of the property being £45,616. The testator gives the Pool and Long Bay estates, and all other his property in the Island of Barbados, to his brother William Henry; £500 to Blanche Marie Tredgold; £1000 to his sister Elizabeth W. Mina Trollope; £100 each to his god-daughters Beatrice, Susan Theodosia Stuart-Wortley and Cordelia Mary Bower; and the residue to his said two brothers.



PROMPT AID IN ROAD ACCIDENTS: AN AMBULANCE CUPBOARD SET UP BY THE PORT SUNLIGHT AMBULANCE BRIGADE. The Port Sunlight Division of the St. John Ambulance Brigade has set up a number of ambulance cupboards at various points where serious accidents have occurred. On the left door is the key, hung behind glass, which has to be broken to obtain it.

dogan Lodge, Sutton, who died on Dec. 24, are proved by Harry Clayton, son, and Alfred Sterry, the value of the property being £76,185 17s. 2d. The testator gives £500 each, and the household effects to his sons Harry and Frank; an annuity of £104 to Annie Elizabeth Mortimer; an annuity of £120 to Mary Oliver; £50 to his gardener George Clarke; and the residue in trust for his two sons.

The will of Mr. WILLIAM KING MILLAR, of 24, Austin Friars, and the Stock Exchange, who died on Feb. 3, has been proved and the value of the property sworn at £190,491. The testator gives £25,000 each in trust for his brother Alfred Pulley Millar and his sister Annie Smith; the income

from £12,500 to his sister Mary Elizabeth Hubbard; £12,500 in trust for each of his sisters Margaret Sarah Underwood and Helen Jane Macpherson; £10,000 in trust for his sister-in-law Una Millar; £10,000 in trust for his brother Malcolm T. Millar; the income from £7000 to his father; £5000 in trust for each of his brothers Hugh Blyth Millar, Henry Millar, and Charles James Millar; £10,000 to Edward Blackburn, and £5000 to his daughter Elsie; £2500 each to his nephews Kenneth Millar and W. H. Millar; £500 to the Stock Exchange Benevolent Fund; many other legacies; and the residue to his brothers and sisters.

The will of the REV. CHARLES ELSEE, of The Warren, Rugby, for a number of years mathematical master at Rugby School, is proved, the value of the property being £41,485 4s. 3d., all of which he gave to his wife absolutely.

The will of DR. CHARLES THEODORE WILLIAMS, M.V.O., of Upper Brook Street, has been proved and the value of the estate sworn at £125,667. The testator leaves everything he may die possessed of to his wife.

The will (dated Nov. 25, 1911) of Mr. ABRAM LYLE, of Dunvar, Highgate, who died on Dec. 18, is proved, the value of the property being £151,501. The testator gives Corner Cottage, St. Margaret's, Kent, and the furniture to his daughters; £250 each to the executors; and



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105 £100 shares in Abram Lyle and Sons, Ltd. to his son, with the option of taking the remainder of such shares at the price of £200 each. The residue goes to his children.

The will and codicil of SIR CHARLES HENRY STUART RICH, Bt., of Devizes Castle, Wilts, who died on Jan. 2, are proved by Dame Fanny E. J. Rich, the widow, the value of the estate being £62,164 73s. 1d. The testator gives everything to his wife.

The will (dated May 31, 1912) of Mrs. ANNIE CHARLOTTE RILEY, of Clarendon Mansions, Bournemouth, formerly of Belgrave Mansions, Grosvenor Gardens, S.W., who died on Feb. 8, is proved by John R. C. Deverell, the value of the property amounting to £59,427. The testatrix gives £500 to Alistair John Riley; marriage settlement funds to her grandson Charles M. A. Gifford; £2000 for the upkeep of Boothby Pagnell Church; £10,000 in trust for her adopted daughter Violet Thornton; £1000 each to the daughters of her daughter Mrs. Marguerite Gifford; and the residue to her husband John Felix Riley for life, and then for Violet Thornton and her issue.



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The following important wills have been proved—

Mr. Nithsdale Carleton Atkinson, 29, Belgrave Square, Monkstown, Dublin	£150,627
Mrs. Asplan Beldam, Torrens House, Ealing	£96,091
Mr. Ezra Ataras, Upper Park Road, Broughton Park, Salford	£93,170
Mr. Thomas John Deeks Cramphorn, Chelmsford	£49,983
Mr. Frederick Youle, 9, St. Margaret's Place, Brighton	£47,946

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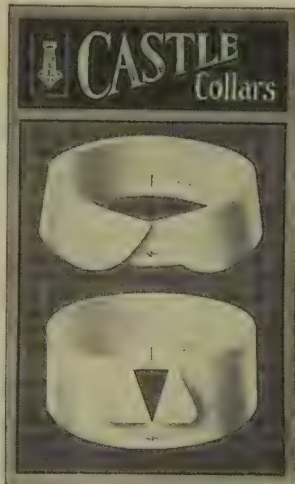
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EASTER RAILWAY ARRANGEMENTS.

FOR those spending Easter on the Continent, excursion tickets will be issued by the South-Eastern and Chatham Railway to Paris by a special service, via Folkestone and Calais, leaving Victoria (S.E. and C.R.) at 2.50 p.m. on March 20, reaching Paris at 10.50 p.m., also via Folkestone and Boulogne, by the services leaving Charing Cross at 10 a.m. and 2.20 p.m., on March 19, 21, 22, 23, and 24, and at 10 a.m. on Thursday, March 20, and by the night mail service leaving Charing Cross at 9 p.m. each evening from March 19 to 24 inclusive, via Dover and Calais, returning from Paris at 8.25 a.m. or 2.30 p.m., via Boulogne, or 9.20 p.m. via Calais any day within 15 days. A special service to the French Riviera, via Folkestone and Calais, by which cheap tickets to Cannes, Nice, Monte Carlo, Mentone, etc., will be issued, leaves Victoria (S.E. and C.R.) at 2.50 p.m. on March 20. Many other excursions have been arranged, both to the Continent and to home resorts. Full particulars of the Continental and home excursions are given in the special Holiday Programme.

In choosing the venue of one's Easter holiday, there is more likelihood of satisfaction afterwards if Nature's sure guide is followed. The climatic conditions which invariably give the South and West earliest manifestations of awakening spring may safely be considered as most dependable at this early period of the year to furnish all the essentials to a pleasant, healthy, outdoor holiday, affording rest and recreation necessary to remove the effect of a winter in town. To most of the charming resorts in Devon, Cornwall, and the sunny south, there will be special fast trains at Easter (at excursion fares) by the London and South-Western Railway, leaving Waterloo at convenient times on the Thursday before Easter, the tickets being available for from five to seventeen days. In addition, cheap "Thursday to Tuesday" week end tickets are announced, available by the restaurant-car trains to the Isle of Wight, and most places in the South and West of England. A favourite Easter holiday tour, especially of motorists and cyclists, is through beautiful Brittany, and excursion tickets will be issued to St. Malo, Cherbourg, and Havre. The new geared turbine steamers between Southampton and Havre are the last word in luxurious cross-Channel travel. Programmes can be obtained of Mr. Henry Holmes, Superintendent of the Line, Waterloo Station, S.E.

Many think it hard to find a better holiday land at Easter than in that portion of the South Coast stretching from Hastings in the east to the Isle of Wight in the west. It has a splendid record of sunshine. The Brighton Railway, ever eager to improve and increase the facilities by which the public may travel, have with their usual fore-

thought issued a handy little programme giving full particulars of many cheap tickets from London to the numerous resorts served by them. As regards the company's Continental arrangements, the Newhaven and Dieppe route is becoming more popular every year, especially now that the new turbine steamers perform the Channel crossing in 2½ hours. The Casino will be open at Dieppe for the holidays. The usual excursion to the Riviera (Nice, Cannes, and Mentone) will be run from Victoria, at 10 a.m., on Thursday March 20. Cheap excursions to Rome, Madrid, and Seville will also be run. Full particulars of Continental excursions can be obtained from the Continental Traffic Manager, Brighton Railway, Victoria Station.

Holiday-makers are presented by the Midland Company with a choice of over 500 places in the Easter Programme, which may be obtained free on application at St. Pancras Station, or at the City Booking Offices, or the Offices of Messrs. Thos. Cook and Son. The Easter excursions from St. Pancras and other stations commence on Tuesday, March 18. The first trips are to Ireland (two to sixteen days) on Tuesday, Wednesday, and Thursday. On Thursday, March 20, excursions to Scotland leave St. Pancras at 9.30 p.m. for the North of Scotland, and 10 p.m. for Edinburgh, Glasgow, etc. (five, eight, or eighteen days). The eighteen-day tickets are available for return on any day after the date of issue within the period named. The excursions to English provincial towns and villages, the Midlands, and the North will also be on Thursday, March 20, for varying periods. An extension of period will be allowed on the week-end tickets, so that they will be available for the outward journey on Thursday, Friday, or Saturday, and for return up to and including the following Tuesday, except day of issue. There will also be an extension of the Saturday-to-Monday tickets, which will be available on the outward journey on March 22, and for return on the following Sunday (after 6 a.m.), Monday, or Tuesday, March 23, 24, and 25.

It is safe to say that a perusal of the Great Western Railway Company's excursion programme for Easter will convince the most sceptical that the company's title, "The Holiday Line," is by no means a misnomer. Excursion, week-end, and cheap tickets of one description or another are announced to considerably more than five hundred stations, and amongst other facilities attention may be specially called to the numerous cheap trips for periods covering the Easter holiday, and in some cases extending to a fortnight or so, for the benefit of those persons who take advantage of the season to spend a long holiday away from London. To them the Irish trips will especially appeal. On Wednesday, March 19, excursions will leave Paddington for the North and South of Ireland, including Dublin, Belfast, Killarney, the beautiful Vale of Ovoca, and to the Isle of Man, etc. On Easter Monday an excellent service

of day and half-day trips has been arranged. Full particulars are contained in the Easter Excursions Programme, obtainable at G.W.R. stations and offices.

For the many delightful excursions offered in the Great Eastern Railway Company's Easter holiday programme, tickets (excursion, ordinary, etc.) can be obtained in advance at Liverpool Street Station, at the Great Eastern West-End Ticket and Inquiry Office, 12a, Regent Street, and at the company's various City, West-End, and other booking offices. It is, of course, impossible to give in detail here all the various special bookings which the Great Eastern Company has arranged in such profusion. Nor, indeed, is it necessary, for it is all very conveniently set out in the company's programmes and bills. We need only recall the fact that the Great Eastern carries the holiday-seeker to many of the healthiest and most invigorating places on our coasts—Felixstowe, Cromer, Lowestoft, Yarmouth, among many others—to places of great historic interest, such as Cambridge, Ely, Peterborough, Norwich, and to some of the most attractive districts, as Epping Forest or Broxbourne, within easy reach of London.

For spending Easter on the Continent the Great Eastern Railway Company's Hook of Holland route offers exceptional facilities. Passengers leaving London in the evening and the Northern and Midland counties in the afternoon, arrive at the chief Dutch cities the following morning. From the Hook of Holland through carriages and restaurant-cars run to Cologne, Bâle, and Berlin. Special tickets at reduced fares will be issued by the Harwich-Antwerp route for Brussels. Corridor vestibuled trains with restaurant-cars run between London and Parkstone Quay, Harwich. Tickets dated in advance can be obtained at Liverpool Street. The Danish Royal Mail steamers of the Forenede Line, of Copenhagen, will leave Harwich for Esbjerg (on the west coast of Denmark) on Wednesday, March 19, and Saturday, March 22, returning on the 25th and 26th. The General Steam Navigation Company's steamers will leave Harwich for Hamburg on Wednesday, March 19, and Saturday, March 22, returning on the 22nd and 26th.

In the Easter programme of the Great Northern Railway Company there is offered a great variety of delightful excursions. On the 20th, for instance, a special excursion will run to Edinburgh, Glasgow, and many other places in Scotland and the North of England, and another to Bradford, Leeds, Liverpool, Manchester, and various towns in the Midlands. Numerous excursions have been arranged for Good Friday, Saturday the 22nd, and Easter Sunday and Monday. The full programme of all Easter excursions, to five hundred stations, can be had at any Great Northern station or office, or of the Superintendent of the Line, King's Cross Station, London, N.

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Special excursion arrangements are in force for Easter. Cheap Fares to Devon, Cornwall, and the West Country, Wales, Ireland—all parts. Send to-day for 60-page pamphlet of Easter Excursion Arrangements, FREE. Write to Supt. of the Line, Paddington Station, London, W. (Also at G.W.R. Offices and Stations.)

G.W.R. The Holiday Line.

Frank Potter, General Manager.

MIDLAND.

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EASTER EXCURSIONS

FROM ST. PANCAS.

March 18 & 19	Belfast and North of Ireland	16 days
" 18	Dublin and South of Ireland	16 days
" 19	Londonderry (via Heysham)	5, 8, or 18 days
" 20	All Parts of Scotland	5 to 17 days
" 20	Isle of Man	5, 6, or 8 days
" 20	The Provinces, North of England, &c.	4, 5, or 7 days
" 20 (night)	Leicester, Nottingham, Lanes, and Yorks Towns	1 day
" 21, 24, & 25	St. Albans, Harpenden, Luton	3, 4, or 6 days
" 22 (night)	Leicester, Nottingham, Lanes, and Yorks Towns	1 day
" 22	Leicester, Loughboro', Nottingham	1, 2, or 5 days
" 24	Leicester, Nottingham, Loughboro', Sheffield	1 day
" 24	Matlock, Rowsley, Bakewell, (Restaurant-Car)	1 day
" 24	(Inclusive meals, drive to Haddon Hall & Chatsworth Park)	1 day
" 24	Birmingham	1 day
" 24	Kettering	1 day
" 24 & 25	Bedford	1 day

WEEK-END TICKETS

issued Thursday, Friday, and Saturday, returning up to following Tuesday, except day of issue.

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EASTER IN THE GARDEN OF ENGLAND

WEEK-END TICKETS AVAILABLE BY ANY TRAIN (Mail and Boat Expresses excepted) will be issued from LONDON and certain Suburban Stations to the undermentioned Stations on March 20th, 21st, 22nd and 23rd, available for return on or before March 25th, but not on day of issue.

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1 CL. 2 CL. 3 CL.	1 CL. 2 CL. 3 CL.
Berkhill	Martin Mill 18 12 6 9/-
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Folkestone .. 17 6 12 6 9/-	Tunbridge .. 18 6 12 6 9/-
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CHEAP DAY AND HALF-DAY EXCURSIONS ON GOOD FRIDAY, EASTER SUNDAY, and EASTER MONDAY from LONDON to certain Seaside and Country Stations.

CRYSTAL PALACE (HIGH LEVEL) on EASTER MONDAY. Cheap Return Tickets (including admission) will be issued from London.

For particulars of Excursions, Alterations in Train Services, etc., see Easter Holiday Programme, obtainable at any of the Company's Agencies or Stations.

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quickly act on liver, stomach and bowels, and chase away despondency and lassitude. Millions use them. You ought to.

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Pair of hammerless ejector Guns, 12 bore ... Cost £120 Price £68

One ejector gun, 12 bore ... £45 ... £27 10s.

One " " " " " £20 ... £14

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One hammerless gun ... £10 ... £7 10s.

One hammerless pigeon gun 2 1/2 cases, 12 bore ... Cost £12 12s. Price £8 10s.

Combined rifle and shot gun, hammer, 12 bore and 577/450, powerful weapon. Cost £8 10s. Price £5 10s.

One hammerless 12 c. f. gun, plain and good, A. & D. Locks, reduced to £5 17s. 6d.

One split-cane steel-centre salmon rod, £7 for £3 15s.

One ditto trout rod, £5 5s. for £2 15s.

Greenheart trout rod, lock joints, Cost £3 15s. £1 17s. 6d.

Greenheart salmon rod, lock joints, £3 for £2 2s.

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THE CHRONICLE OF THE CAR.

Racing in the Isle of Man.

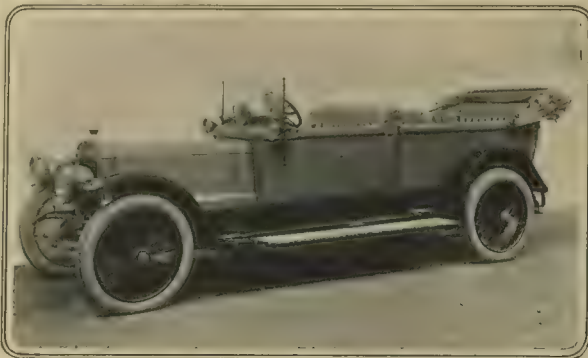
As I forecasted two or three weeks ago, the R.A.C., in consultation with the Society of Motor Manufacturers, has decided not to hold the race which was originally projected to be run over the Isle of Man circuit during the current year. There will, however, be a race in September, but of an entirely different character from that at first intended. The latter was to have been a two-days event, and was designed to demonstrate that British manufacturers can turn out a low-priced vehicle which is able to compete commercially with the cheap imported car, while it has the merit of being able to do what its competitors cannot—stand up to the terrific stresses of a road-race over a severe course like that of the Manx circuit. It was to have been for cars having four-cylinder engines with a bore and stroke not exceeding 90 by 130 mm., with a chassis price limit which has not been allowed to transpire publicly, but which, I understand, was placed very low as British prices rule. There is no reason to doubt that the British maker can turn out such cars, but the fact remains that he does not—or, at least, does not make them in sufficient quantities to justify the holding of such a race at so short notice. That having been borne in upon the Club and the Society, it has been determined to postpone the race. No future date is assigned to it, though I imagine it will be held next year. In the meantime, the

R.A.C. had obtained the sanction of the Manx authorities for holding the race, and had thus tacitly bound itself to do something, and thus it has been decided to take a course which practically means running the annual Standard Car Race in the Isle of Man instead of at Brooklands. The

arbitrary, and that a car having a motor with dimensions of, for example, 80 by 150 mm. will not be eligible. I do not think this matters at all, though, personally, I should have liked to see the race based on a cubical content formula, so that a real comparison between cars of small bore and very long stroke and others in which the two dimensions are more nearly equal might have been obtained. That, however, is purely a matter of personal opinion.

The weight of the car complete and ready to race, with driver, mechanic, full supplies of petrol, water, and oil, and all spares and tools, must not be less than 2000 lb. This is putting it down very low, and I do not fancy the rule will lead to any disqualifications. Carburettors must be of the same make and size as those fitted to cars sold to the public, but any sort of adjustment can be made that increased speed may be obtained. Exhaust-piping and silencers must be absolutely standard, as must the induction-piping and manifold. There is, of course, a number of subsidiary rules and regulations, but I think these are all that are really of interest to those outside the trade and intending competitors. As regards entries, the Club stipulates for a minimum number of twenty, reserving to itself the right to declare the event off if the requisite numbers are not forthcoming. For my own part, I am not too sanguine about the entries. Racing in the island is exceedingly expensive, and I am not altogether certain that even a win in a race like this would bring enough business to the fortunate firm concerned.

(Continued overleaf.)



OF COMMANDING APPEARANCE: A DAIMLER "SPECIAL" SIX-CYLINDER CHASSIS FITTED WITH A "CHELSEA" SIX-SEATED PHAETON BODY.

The engine is very powerful, and the wheel-base—11 ft. 11 in.—permits of a very roomy body. The springing is perfect—semi-elliptic on the front axle, and underhung three-quarter elliptic at the rear.

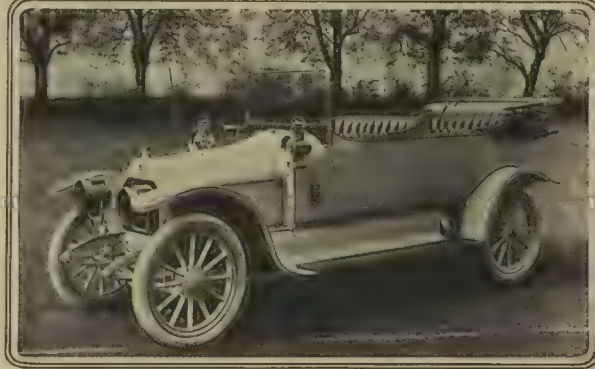


Photo, Rendell.

A SELF-STARTING CAR FOR TOURING: A MODEL 40-H.P. SIX-CYLINDER OAKLAND.

The above car was supplied by the Oakland Car Co., of 169, Shaftesbury Avenue, to Mr. E. V. Price, of Denton Lodge, Brandon, Norfolk.

regulations, which have just been issued, provide that the race shall be called the International Stock Car Race for the Tourist Trophy—rather an imposing title, it may be remarked—and that it shall be open to cars built to standard by their makers prior to Feb. 17, 1913. Engines must be of the four-cylinder type, with dimensions not exceeding 90 by 140 mm. bore and stroke. Nothing is said as to equivalent piston displacement, so I assume that these dimensions are



Photo, Cashmore.

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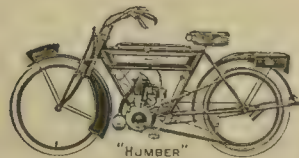
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to justify the expense. Of course, the race being for stock cars, there is bound to be less disorganisation in the factories than as though it were for special cars like the four-inch "racers, and that will doubtless influence some. However, it is early to speculate, and we can only hope for the best.

A Cycle-Car Race in Ireland? Racing seems to have taken on quite a new lease of life after being moribund for the last four years. July 2 next will be the tenth anniversary of the holding of the historic Gordon-Bennett race in Ireland, and to celebrate



ONE OF THE BEST OF THE FIFTEENS: A 15-H.P. STRAKER-SQUIRE (1913 MODEL), AMONG SURREY PINE-WOODS.

it fittingly the Irish Automobile Club proposes to organise a hundred miles' race for cycle-cars over the smaller loop of the Gordon-Bennett course, from Ballyshannon to Athy and Castledermot, and back to Ballyshannon. I am afraid this race will not be held, because, for one thing, it would be necessary to obtain a special Act of Parliament authorising the closing of the roads and indemnifying the drivers from the consequences of breaking the speed law. The race projected is one of almost purely local interest, and it is very doubtful if Parliament would pass the required Act. However, I sincerely wish the Irishmen good luck with their enterprise.

A New Road Treatment. An interesting experiment is being tried at Chislehurst by treating a section of road with a new preparation, called Tarflux. This compound is applied by means of an

ordinary water-cart, fitted with a special mechanism, and it is said that after sprinkling with the compound noted, the aspect of the road was transformed from ordinary earthiness to that of having been asphalted. This was easily and quickly accomplished, without fires having to be provided for heating, the Tarflux being applied cold. This remarkable surface-dressing flowed from the sprinkler in a semi-fluid form, and almost at once began to show signs of coagulation. It is explained by the inventors that Tarflux hardens within a few hours, and offers a hard and lasting surface which will withstand the heaviest traffic for a long period. If all that is claimed for Tarflux be proved in actual use, then it is safe to prophesy that it will come into general favour before long; but I should be chary of accepting everything as proved until an extended test under official observation has been carried out on a main road bearing constant and heavy traffic. Surface-dressings are all very well if regarded merely as preventives of dust, but hitherto they have not been a success from the point of view of withstanding wear.

Talbots Again. From Messrs. Clement Talbot, Ltd., I have received two well-executed booklets dealing with the success of their cars in hill-climbing competitions and reliability trials in Australia and in South Africa. The Talbot seems to be as invincible abroad as it is at home, for almost every week brings some fresh record of success to be credited to this really great car. The British industry cannot be in the bad way some would have us believe when one of its most representative cars so worthily upholds the traditions as does the Talbot.

Brown Brothers' Specialties.

From the well-known firm of Brown Brothers, Ltd., comes a package of booklets dealing with a number of their specialties, such as that most musical and inoffensive warning-signal, the Gabriel horn; the shock-absorber which bears the same name; the Brolt electric-lighting plant, of which I have spoken favourably on previous occasions; and the Autoclipse lamps. The motorist in search of accessories for his car cannot



BUILT TO A SPECIAL DESIGN: A 16-20 H.P. S.P.A. SALOON LANDAULETTE.

The car was supplied by Messrs. Thomas Green and Son, automobile engineers, of North Street, Leeds. The price, complete, was £575.

do better than get into touch with Messrs. Brown Brothers. W. WHITTALL.

In last week's issue of *The Illustrated London News* it was noted in error that the address of Messrs. Theo.



RECENTLY DESPATCHED TO SOUTH AMERICA: A 50-H.P. SIX-CYLINDER AUSTIN "KILLARNEY" PHAETON.

Masui, Ltd., was 20, Conduit Street, W. This address is that of the Sheffield Simplex Motor Works, Ltd., and not of the firm previously named.

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Daily Graphic, 15/10/12.

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Catalogue and name of nearest agent sent upon request.

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THE LITERATURE OF RECREATION.

"La Côte d'Émeraude." Within the last few years there has sprung up a new and delightful topographical literature, in which picture-writers and competent artists happily collaborate. In the old days topography was left to the dry-as-dust antiquary, and was regarded by the general public as the severest of reading. Nowadays there are numerous popular books of the type of which an excellent example is "La Côte d'Émeraude," painted by J. Hardwicke Lewis, described by Spencer C. Musson (A. and C. Black). The "Emerald Coast" (not to be confounded with the "Côte d'Azur" or the Côte d'Argent) is that portion of the north-west seaboard of France which fringes the angle of the Gulf of St. Malo, and includes the country round Granville, Avranches, Mont St. Michel, Dinard, and Dinan, and the lovely estuary of the Rance, with "the Corsair City," as St. Malo was once called, at its mouth. All this beautiful and interesting region is easily accessible to English visitors by the boats from Southampton. Mr. Musson takes the reader, in imagination, by that route, and unfolds the story of the places visited in turn. His work is extremely well done, full of information, and written in good style. He recalls the ancient blood-feud between British and Breton seamen, and doubts whether the Entente can be very cordial among fisher-folk of the district. The present writer, when holiday-making there, found no lingering animosities, and it is to be hoped British visitors may succeed in eradicating any that remain. The twenty illustrations in colour give an excellent idea of the Emerald Coast in its summer beauty, and add greatly to the attractions of a very charming book.

The Complete Footballer. It might be thought that, of all field games, the least likely to be made the subject of a text-book would have been Association football. It seems pre-eminently a game which the player must learn in the hard school of experience, and one in which book lore will avail him little. In "The Complete Association Footballer," however, Messrs. Methuen and Co. have added a volume to the "Complete Series" which cannot fail to be of value alike to the youngster just beginning his football career and to the seasoned player, with the collective experience of years behind him. It is an axiom that one is never too old to learn, and it is this lesson which the reader of the volume under discussion will probably grasp with some force. It is impossible within the scope of a short review to pick out for special notice any one part of such a work, but mention must certainly be made of the chapter on "Forward Policy," which contains much in the way of sound advice to the player. The main and ultimate object is to score goals. If only this excellent maxim were kept more in sight than it is, we should not see quite as much play of the pattern-weaving variety, perhaps, but our football would be the more interesting for all that.

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

F P GUARDIA (Bombay).—1. Entries are to be sent not later than July 31, 1913, to Chess Editor, Pittsburgh Gazette Times, Pittsburgh, U.S.A. "The required mates" are that the problem shall be of a "Loydesque" character. 2. The "Chess Problem" published by Cassell and Co., or write to Editor of British Chess Magazine, 15, Elmwood Lane, Leeds. 3. Your problem shall be examined and reported upon.

J KERES (Norwich).—It is quite an unexpected pleasure to see your handwriting again, and the composer of No. 3587 will greatly appreciate your praise of his problem.

E GOUVER (Bristol).—There is no flaw in No. 3587. Black must put up the best defence he can; if he chooses to walk into mate to any move that threatens such, he is not playing the game. The underlying condition of all problems is that, let Black play how he will, there is only one key-move from which he cannot escape in the given number of moves. It is obvious that if the key you suggest is tried Black can escape in various ways, and the problem is not solved. Of course if there are two different moves from which he cannot escape the problem is unsound.

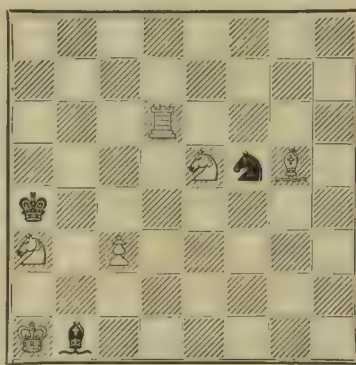
L SCHULZ (Vienna).—We greatly appreciate your regular contributions to our solving list, and can only explain the absence of your name on the occasion to which you refer to some inadvertence. We give credit below.

A ELSON (Boston, U.S.A.).—Quite sound now, and marked for insertion.

SOLUTION OF PROBLEM No. 3588.—By T. R. DAWSON.

WHITE. BLACK.
1. Q to Q B sq. Any move.
2. B takes accordingly.

PROBLEM No. 3591.—By JEFFERY JENNER.
BLACK.



WHITE.
White to play, and mate in three moves.

CORRECT SOLUTION OF PROBLEM No. 3580 received from Laurent Changuion (Vredenburg, C.C.); of No. 3581 from F Hanstein (Natal) and Laurent Changuion; of No. 3582 from C A M (Penang); of No. 3583 from R Edmarsh (Vernon, B.C.); of No. 3584 from Corporal Elanagan (Malta); of No. 3585 from Béla Kurcz (Budapest), T Maassen (Rotterdam) and Diogenes Mephisto (Cane Hill); of No. 3586 from Lillie Marple, A S Payne (Torquay), M Pulzer (Fiume), J Isaacson (Liverpool), F Glasville (High Wycombe), F Patzki (Budapest), Béla Kurcz, J Orford (Liverpool), F J Overton (Sutton Coldfield), and L Schlu.

CORRECT SOLUTIONS OF PROBLEM No. 3589 received from J Kerble (Norwich), J C Stackhouse (Torquay), F R Gittins (Birmingham), Lillie Marple, K Murphy (Wexford), J Isaacson, W H Taylor (Westcliff-on-Sea), H S Brandreth (Cimiez), H F Deakin (Fulwood), J Green (Boulogne), G Stillingfleet Johnson (Cobham), J Churcher (Southampton), H S Nicolls (Willesden), F Warren (Derby), J Wilcock (Shrewsbury), R Worters (Canterbury), Rev. J Christie (Redditch), H Grasett Haldwin, Blair H Cochran (Harting), R J Lonsdale (New Brighton), W Best (Dorchester), J Deering (Cahara), J Gamble (Belfast), C W P (Hounslow), A Kenworthy (Hastings), A W Hamilton Gell (Hyères), L Schlu (Vienna), Captain Challice (Great Yarmouth), E Gough (Bristol), and J Cohn (Berlin).

CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. J. H. BLAKE and J. DAVIDSON.

(Irregular Defence)

WHITE (Mr. B.)	BLACK (Mr. D.)	WHITE (Mr. B.)	BLACK (Mr. D.)
1. P to K 4th	P to Q B 3rd	10. P takes Kt	Q to Kt 3rd
2. P to Q 4th	P to Q 4th	11. Q to Kt 2nd	Q takes P
3. P to K 5th	B to B 4th	12. Q to K 2nd	Q to K 6th
4. B to Q 3rd	B takes B	13. Q to Kt 3rd	Q takes Q
5. Q takes H	P to K 3rd	14. R takes Q	B takes Kt
6. Kt to K B 3rd	Kt to Q 2nd	15. Kt takes B	Kt to B 3rd
7. Kt to Q B 3rd	P to Q 4th	16. P to B 3rd	Kt takes Kt
8. Q to Kt 5th	P takes P		
9. Kt takes P	B to B 4th		
10. B to K 3rd	B to Q 2nd		
11. Castles	P to Q R 3rd		
12. Q to R 4th			

White has now to pay the penalty for his third move. In order to maintain his K P he has to sacrifice the liberty of his Queen.

13. Q R to K sq. R to Q B sq.
14. P to K B 4th. Q takes P. Q takes P is clearly too risky before he has Castled.
15. R to B 3rd. Castles. Kt to Kt 3rd.
16. Q to Kt 3rd.

There is nothing else to be done, but the exchange is lost, and with it the game. White makes a hard fight for many moves, but he is too heavily handicapped by the errors of the opening.

17. R to B 2nd. Kt to R 5th.
18. Q to R 4th. Kt to Q 7th.
Kt takes R (ch). The game continued for half-a-dozen more moves, when White resigned; but it could well end here.

The Imperial Chess Club is now installed in its new premises at 2, Cork Street, Burlington Gardens, and applications for membership are to be made to the hon. secretary at that address.

Messrs. Hedges and Butler, the old-established wine merchants of Regent Street, London, have had the honour of being Appointed Purveyors to His Imperial Majesty, the Emperor of Japan.

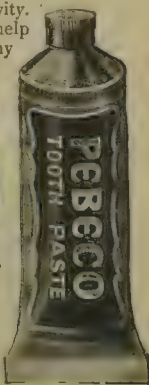
Many of our readers will be interested to learn that the Carron Company have received a royal warrant of appointment as Grate Manufacturers to His Majesty. This honour, it is claimed, has never before been conferred on any firm engaged in the iron-founding industry. The Carron works have been visited on many occasions by crowned heads of Europe, including Tsar Nicholas I. of Russia, Prince Leopold Maximilian of Austria, and by his late Majesty King Edward VII., when Prince of Wales. This old-established firm, whose record extends for over a century and a-half, have supplied a large number of their high-class fire-grates to Holyrood, St. James's, and other royal palaces.



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Royal
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BRITISH
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The Finest Pencil in the World

OXFORD AND CAMBRIDGE: THE RIVAL BOAT-RACE CREWS.

PHOTOGRAPHS OF CAMBRIDGE CREW BY S. AND G.; NO. 10 BY C.N.; AND OXFORD CREW BY UNDERWOOD AND UNDERWOOD.



1. C. A. FISHER (WINCHESTER AND JESUS, CAMBRIDGE),
BOW.
2. S. E. SWANN (RUGBY AND TRINITY HALL, CAM-
BRIDGE), 2.
3. H. ROPER (BLUNDELL'S AND SIDNEY-SUSSEX, CAM-
BRIDGE), 3.
4. W. M. ASKWITH (BEDFORD AND CORPUS CHRISTI,
CAMBRIDGE), 4.
5. C. S. CLARK (BEDFORD AND PEMBROKE, CAMBRIDGE), 5.
6. S. SHOVE (UPPINGHAM AND FIRST TRINITY, CAM-
BRIDGE), 6.

7. C. E. V. BUXTON (ETON AND THIRD TRINITY, CAM-
BRIDGE), 7.
8. G. E. TOWER (ETON AND THIRD TRINITY, CAMBRIDGE),
STROKE.
9. L. E. RIDLEY (EASTBOURNE AND JESUS, CAMBRIDGE),
COX.
10. THE RIVALS: OXFORD WATCHING CAMBRIDGE DO A
MINUTE SPRINT.
11. THE OXFORD CREW (LEFT TO RIGHT, AT BACK): R. I.
HARRISON (WINCHESTER AND NEW COLLEGE),

- C. L. BAILLIEU (MELBOURNE UNIVERSITY AND MA-
DALEN), 2; E. R. BURGESS (ETON AND MAGDALEN
BOW); H. K. WARD (NEW SOUTH WALES AND NEW
COLLEGE), 4; A. H. M. WEDDERBURN (ETON AND
HALLIOU), 5; (NEXT ROW) A. F. R. WIGGINS (ETON AND
NEW), 6; A. G. KIRBY, COACH; L. G. WORMALD (ETON
AND MAGDALEN), 7; H. R. BARKER, COACH; AND
E. D. HORSFALL (ETON AND MAGDALEN), STROKE; FRONT
H. B. WELLS (WINCHESTER AND MAGDALEN), COX.

Of the Oxford crew, Wedderburn, Wiggins, Wormald, Horsfall, and Wells are old Blues; of the Cambridge crew Swann and Shove are old Blues.

A RESERVOIR LARGER THAN HYDE PARK: THE CHINGFORD WORKS.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND PARTRIDGE.



1. BLOWING WATER INTO THE GREAT LAKE OF THE RESERVOIR: ONE OF THE OUTLETS AT WORK.
2. AT THE GREAT CHINGFORD RESERVOIR: THE CONTROLLING-TOWER AND THE PIPES WHICH ALLOW WATER TO RUN TO THE FILTERING-BEDS.
3. FOR BRINGING FLOOD-WATER FROM THE RIVER LEE: THE CHANNEL AND CONTROLLING-GATES.

4. SIX FEET IN DIAMETER AND WEIGHING FOURTEEN TONS: ONE OF THE CASTINGS FOR THE PUMPING-DUCTS.
5. POURED OUT FOR THE SUPPLY OF LONDON: WATER ENTERING THE CHINGFORD RESERVOIR BY WAY OF OUTLETS AND GRANITE STEPS.

It was arranged that the King should visit Chingford on March 15, to open the new reservoir of the Metropolitan Water Board and inaugurate the great work by pressing a button releasing water from the reservoir, which has a capacity of 3,000,000,000 gallons. It was further decided that his Majesty should drive from Buckingham Palace to the East End.

Some idea of the size of the reservoir will be obtained from the fact that it is large enough to supply London with water for nearly a fortnight, on the assumption that each of the seven million inhabitants uses 31 gallons a day. Its lake has an area of 416 acres; that is to say, it is larger than Hyde Park; and a stroll round the inner parapet means a

[Continued opposite.

WATER BLOWN IN BY EXPLOSION: FILLING THE CHINGFORD RESERVOIR.

PHOTOGRAPHS BY G.P.U. AND ILLUSTRATIONS BUREAU.



1. WHERE THE WATER IS NOT PUMPED INTO THE RESERVOIR IN THE ORDINARY WAY, BUT BLOWN IN BY THE EXPLOSION OF A MIXTURE OF GAS AND AIR :
FOUR OF THE FIVE OUTLETS FROM THE HUMPHREY PUMPS, SHOWING TWO OF THEM AT WORK.

2. FILLING A RESERVOIR WHICH IS LARGER THAN HYDE PARK, AND COULD FLOAT A DREADNOUGHT: WATER POURING FROM THE OUTLETS AT CHINGFORD.

Continued.

walk of $4\frac{1}{2}$ miles. Its depth is such that at some parts, where it is forty feet, the largest type of Dreadnought could float in it. That the wind may not stir up the surface into waves of inconvenient size, the reservoir is divided by a breakwater. A total pumping capacity of not less than 180,000,000 gallons in twenty-four hours was necessary. By

means of the Humphrey pump, the water will not really be pumped into the reservoir, but blown in by the explosion of a mixture of gas and air. Four of the five pumps can discharge 40,000 gallons of water a minute each; the other, 20,000 gallons. The water, drawn from the River Lee, passes down broad granite steps into the basin.

THE FINEST UNITS OF THE NAVAL FORCES OF THE WORLD: STANDARDS OF STRENGTH.

DRAWN BY OUR SPECIAL ARTIST, NORMAN WILKINSON, R.I.



SHIPS BY WHICH THE POSITIONS OF NATIONS ARE ESTIMATED: THE DREADNOUGHTS OF THE POWERS. II. GREAT BRITAIN THE 'KING GEORGE V.' TYPICAL OF THE WAR-SHIPS CANADA PROPOSES TO PRESENT TO THE HOME COUNTRY.

In the issue of "The Illustrated London News" of February 15 we began this series of drawings, pointing out the obvious fact that naval strength is at present estimated chiefly by those ships generally called Dreadnoughts *tout court*, which in reality, of course, comprise not only Dreadnoughts but improved Dreadnoughts and super-Dreadnoughts. The war-ship here shown, the "King George V.," is interesting not only for herself, but in that she is representative of the fighting units the Government of

the Dominion of Canada wishes to present to the Mother Country—"the largest and strongest ships of war that science can build or build up." She was launched on January 16, 1911, was launched on October 9, 1911, and left Portsmouth for her trials towards the end of 1912. Her displacement 24,000 tons. Her turbines develop 31,000 horse-power. She is our seventh super-Dreadnought, and twenty

THE EAST STILL ALIVE IN WESTERNISED JAPAN: A

PHOTOGRAPH BY



AN AFFAIR OF THATCHED DRESSES AND STRAW "HAIR" AND "HATS": THE DANCE

Western as Japan has become at all events in outer semblance, and with regard particularly to naval and military affairs and to commerce, it retains, of course, many customs which are distinctly Eastern. Our illustration bears eloquent witness to this. It shows, as we have already noted, the dance of the straw dolls, which now takes place in the daytime, although of old it was performed at midnight. Despite the change of time, paper lanterns carried on poles still figure in it. The dancers'

MIDNIGHT PERFORMANCE NOW HELD IN DAYLIGHT.

FUKI SAKAMOTO.



OF THE STRAW DOLLS, TO THE SLOW BEATING OF DRUMS AND TO SINGING.

costumes make them look like straw dolls. Indeed, the dress itself is of thatch, while straw forms the curious head-dress and the long "hair." The dancers form a circle, beating their little drums slowly and singing the while. Their gestures are amusingly and ingeniously automaton-like, consisting of stiff and deliberate angular movements of the limbs—a kind of Oriental counterpart of dances in "Petroushka," "La Poupée," and similar works.

THE SCENE OF DR. WOODROW WILSON'S INAUGURATION AS PRESIDENT.

FROM THE LITHOGRAPH BY JOSEPH PENNELL.



THE BUILDING AT WHOSE EAST END THE NEW PRESIDENT OF THE UNITED STATES WAS SWORN IN: THE CAPITOL AT WASHINGTON.

On the day of his inauguration as President of the United States, Dr. Woodrow Wilson was sworn in at the East End of the Capitol and delivered his inaugural address. The Capitol at Washington, the seat of the National Congress, was founded in 1793, completed in 1830, and later much enlarged. Contained in it are the Senate Chamber and the Hall of Representatives. The dome was inspired by that of St. Paul's.

THE GREAT DOMINION: CANADA.



SOCIAL LEADER OF CANADIAN LIFE: H.R.H. THE DUCHESS OF CONNAUGHT, WIFE OF THE GOVERNOR-GENERAL
AND COMMANDER-IN-CHIEF OF THE DOMINION OF CANADA.

The Connaught régime in Canada has proved exceedingly popular, as might have been expected, and not a little of its social success must be placed to the credit of the Duchess of Connaught. Her Royal Highness, whose marriage took place on March 13, 1879,

was then known as Princess Louise Margaret, third daughter of H.R.H. Prince Frederick Charles of Prussia. She is a Member of the Royal Order of Victoria and Albert, and Lady of the Imperial Order of the Crown of India.

PHOTOGRAPH BY H. S. MENDELSSOHN.

CANADA, THE GREAT DOMINION: A RECORD OF PROGRESS.



MINISTER OF PUBLIC WORKS, MANITOBA:
THE HON. COLIN H. CAMPBELL, K.C.

Mr. Campbell was educated at Burlington, Oakville, and at the Law School, Toronto. He was called to the Bar in Ontario in 1881, and in Manitoba in the year following. From 1900 to 1912 he was Attorney-General.

Photograph by Gentz.

Such a tale of progress as the great Dominion has to tell was never told before in the history of this planet—this is a cold fact, sober and indisputable. In every department of social and commercial activity Canada's results are startling, and throughout the year that came so recently to an end the march of prosperity has been maintained. Railway activity has been unchecked; the great systems that serve the Dominion have been opening new country in many directions; and at enormous cost the Canadian Pacific Railway will double-track the part of its line that passes through the western prairie and the Rocky Mountains on its way to the Pacific. Harbours and docks are increasing rapidly. The wheat returns for 1912 were extraordinary, and the prices have been well maintained. Throughout the splendid cities that the traveller visits between the Atlantic and the Pacific, the building trade has been unable to keep pace with demands upon it. Quebec, Montreal, Ottawa, Toronto, Fort William, Port Arthur, Winnipeg, Regina, Calgary, Edmonton, Saskatoon, Vancouver, Victoria, and many other places fast rising into prominence, are improving their already attractive appearance. Huge buildings well calculated to defy Time rise in all directions; the simple erections that served the Dominion only a few years ago have outgrown their usefulness; Commerce has its palaces and an equipment that is often better than that with which London is content. The latest and the best devices for time-saving are no longer regarded as luxuries; they are necessities. In place of the second-rate hotels of a few years ago we find to-day places that vie with those of Western Europe. It is a commonplace of hotel construction to give a telephone and a bathroom to every bed-room. The cities of the western prairie, to say nothing of their wealthy eastern competitors, have more motor-cars per hundred of the population than London, Paris, St. Petersburg, or Berlin. The writer travelled through Canada last summer, visiting the

CANADA: ITS NATURAL & COMMERCIAL ADVANTAGES, ITS PRESENT, & ITS PROMISES FOR THE FUTURE.

THE Romance of Canadian Development is written in yearly chapters, and in the past decade each chapter has been more remarkable—we had almost said, more sensational—than its predecessor.

cities named and several others, and throughout the journey, though he searched diligently, he did not succeed in finding one beggar. All over the Dominion money is being poured out without stint for public purposes. Schools and colleges are as sands upon the seashore for multitude; its educational system is Canada's proper pride. Every city boasts parks and open places in abundance; there are theatres and reading-rooms, public baths, sanatoria, and countless other developments for which, though Europe had so long to wait, Canada can hardly be said to have waited at all. Manufacturing east and agricultural west are alike prosperous, and the pace of prosperity is so great that the stream of emigration cannot keep up with it. The cry is still for active, sturdy men, and hard-working, intelligent women to come in yet greater numbers and partake of the banquet that

two hundred million dollars in 1902, and more than fifteen hundred million dollars last year. In 1871 Winnipeg had thirty-five children at school; last year the figure was about 23,000. Last year Western Canada raised nearly 200,000,000 bushels of wheat.

These facts and figures are taken at random; there is no trouble at all in showing growth; the difficulty comes when one looks for any sign of deterioration, political, social, or economic. Here one looks in vain. Canadian administration has learned most things, but it has not learned to make a serious mistake, and the prosperity of the Dominion as a whole is evidenced beyond dispute by that recent splendid offer of seven million pounds sterling to build Dreadnoughts for the Empire—a gift equal to a contribution of nearly one pound per head of the population. Such figures tell the story of material progress in fashion that strikes eloquence dumb, but they do more than this: they tell of the Dominion's pride in the Mother Country, and they hint at the warm welcome awaiting the strenuous Englishman who decides to find a home across the Atlantic, and either to take his part in the life of one of the well-established cities, or to share the prosperity of one of the new townships that spring up at the rate of four or five a week throughout the year, in lands that do but await the advent of industry to yield their natural wealth to those who seek it.

A glorious climate rich in the gift of sunshine, a stable Government, unlimited opportunity, and good fellowship—these are some of the gifts Canada offers to every able-bodied man and woman, rich or poor. The world responds. Year by year thousands of people, eager to find a fresh field for activity, enter Canada to share what it has to offer; but they cannot absorb the riches of the Dominion, they can but scratch the surface of the wealth that lies open to all who will bring energy and hard work to its gathering. In years to come the historian, recalling the time when the great Dominion was still summoning its population from all points of the compass, will wonder, not that the rush of emigrants was so large, but that it was not larger still. For history has no parallel offer to record.



THE GOVERNING OF THE DOMINION OF CANADA: THE COUNCIL CHAMBER, PARLIAMENT BUILDINGS, OTTAWA.

the Dominion has spread before the world. Every year sees the rise of new towns, the appreciation of values, the development of business, the increase of national wealth; and, for all that, the people who know Canada—if any man can be said truly to know a Dominion that could enclose Europe within its boundaries—declare that what

has passed is as nothing to what is to come. They point to the fact that the United States hold more than ten times the population of Canada, and that in point of national resources the Dominion has nothing to fear by comparison with the vast republic lying to the south of her. The statistics for 1912 confirm the most optimistic hopes. From the latest figures available, just issued, a few items may be quoted. The estimated population has increased from 7,158,000 in 1911 to 7,423,000 in 1912, and the total revenue from 117,884,328 dollars in 1911 to 136,108,217 dollars in 1912. The total value of imports in 1911 was 472,247,540 dollars, in 1912 it was 559,320,544 dollars. The exports in 1911 were valued at 297,196,365 dollars, and in 1912 at 315,317,250 dollars. The returns, for all that they astonish the world, are as yet in their infancy.

Indeed, the greatest problem before the intending settler is the choice between the attractions of the various provinces. Unless he is one of the fortunate people who knows precisely what he wants, the deciding factor will be the knowledge that there is a chance for him in every corner of the great Dominion.

A few other significant facts may be mentioned. In Calgary, the population has risen from the 6000 of 1901 to nearly 70,000 in the beginning of 1913. In 1870 there were about 200 people in Winnipeg; in 1902 the population was nearly 50,000; to-day the city numbers have turned 200,000; and Winnipeg boasts more than 400 miles of fine streets and thirty lines of railway. Bank clearings in Winnipeg were rather less than

CHAIRMAN OF THE GRAND TRUNK RAILWAY SYSTEM: MR. A. W. SMITHERS.

Mr. Smithers is Chairman of the Grand Trunk Railway of Canada, Director of the South Eastern and Chatham, and Chairman of the English Association of American Share and Bond-holders. He was born in 1850, son of a Bank of England official.

Photograph by Elliot and Fry.



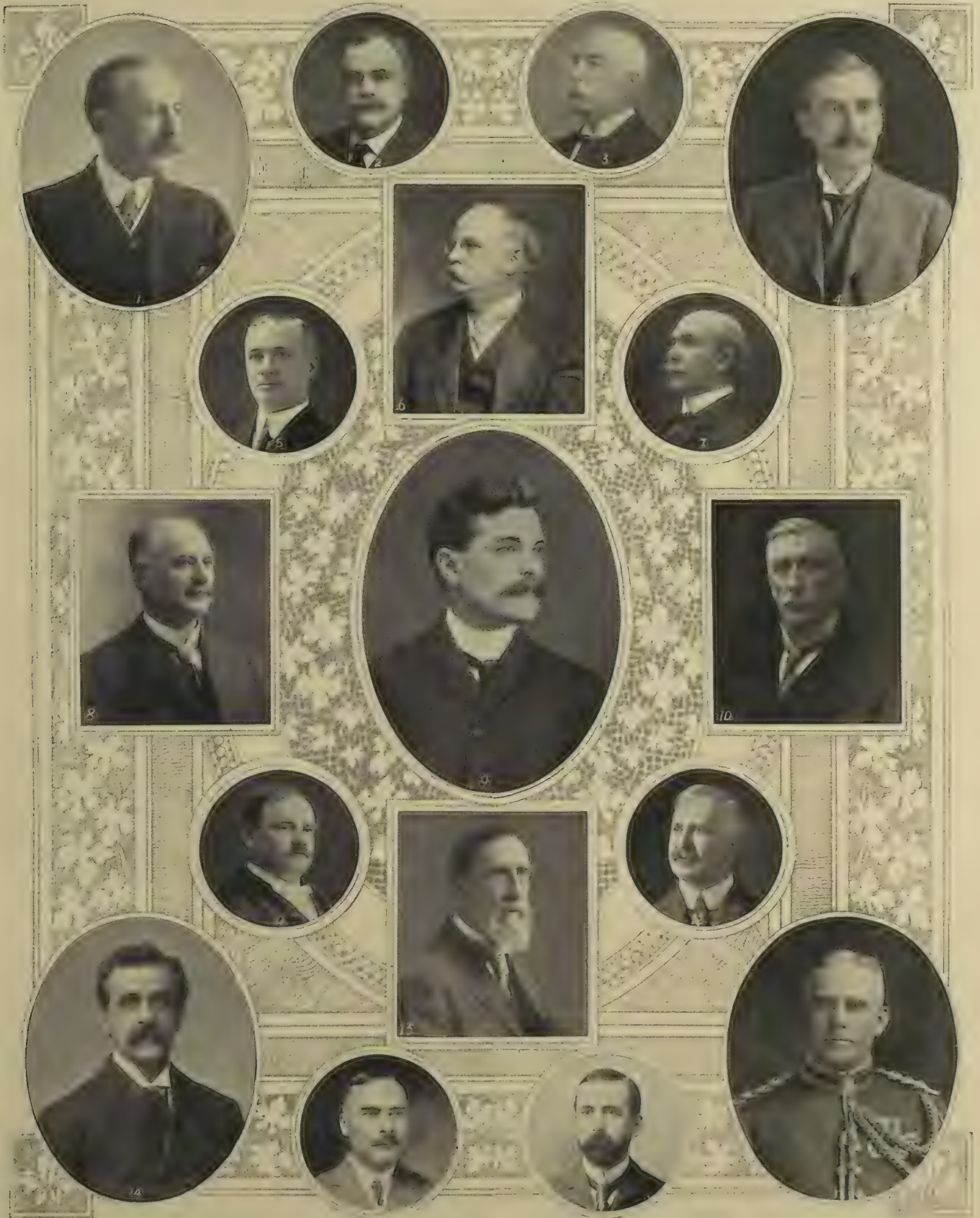
ON THE WAY TO A NEW LIFE: EMIGRANTS TO CANADA PLAYING LEAP-FROG ON THE C.P.R. "EMPERESS OF IRELAND."



ON THE WAY TO A NEW LIFE: EMIGRANTS TO CANADA SKIPPING ON BOARD THE C.P.R. "EMPERESS OF BRITAIN."

RULERS IN THE DOMINION: CABINET MINISTERS OF CANADA.

PHOTOGRAPHS BY CORIIS, LYONS, TOPLEY, PITTERWAY, DOVER STREET STUDIOS, NOLMAY, ELLIOTT AND FRY, MONTIMINY, AND OTHERS.



- | | | |
|---|---|---|
| 1. MINISTER OF AGRICULTURE: THE HON. MARTIN BURRILL. | 7. MINISTER OF PUBLIC WORKS: THE HON. ROBERT ROGERS. | 13. MINISTER OF TRADE AND COMMERCE: THE HON. GEORGE EULAS FOSIER, D.C.L. |
| 2. MINISTER OF MARINE AND FISHERIES AND OF THE NAVAL SERVICE: THE HON. JOHN DOUGLAS HAZEN, B.C.L. | 8. MINISTER OF CUSTOMS: THE HON. JOHN DOWSLEY REID, M.D. | 14. POSTMASTER-GENERAL: THE HON. LOUIS PHILIPPE PELLETER, LL.D. |
| 3. MINISTER OF LABOUR: THE HON. THOMAS WILSON CROTHERS, K.C., B.A. | 9. SECRETARY OF STATE: THE HON. LOUIS CODERRE, K.C. | 15. A MINISTER WITHOUT A PORTFOLIO: THE HON. JAMES ALEXANDER LOUGHEED, K.C. |
| 4. MINISTER OF FINANCE: THE HON. WILLIAM THOMAS WHITE. | 10. MINISTER OF RAILWAYS AND CANALS: THE HON. FRANK COCHRANE. | 16. A MINISTER WITHOUT A PORTFOLIO: THE HON. GEORGE HALSEY PERLEY, B.A. |
| 5. MINISTER OF THE INTERIOR: THE HON. WILLIAM JAMES ROCHE, M.D. | 11. MINISTER OF INLAND REVENUE AND OF MINES: THE HON. WILFRED BRUNO NANTÉL, K.C., LL.D. | 17. MINISTER OF MILITIA AND DEFENCE: COLONEL THE HON. SAM HUGHES. |
| 6. MINISTER OF JUSTICE: THE HON. CHARLES JOSEPH DOHERTY, K.C., D.C.L. | 12. A MINISTER WITHOUT A PORTFOLIO: THE HON. ALBERT EDWARD KEMP. | |

The executive government and authority of the Dominion of Canada are vested in the King, and are exercised in his name by the Governor-General, aided by a Privy Council. A coloured portrait of the Rt. Hon. Robert Laird Borden, Prime Minister and President of the Privy Council, appears elsewhere in this Supplement.

THE HEART OF THE WHEAT LANDS: MOOSE JAW.

SAMSON'S exploit immortalised the jawbone of an ass as a weapon of destruction, but a more peaceful and enviable renown belongs to that part of the anatomy of a Canadian moose, whose destiny it was to give a name to one of the fairest and most prosperous of the growing cities of the West. "A certain English nobleman," the story goes, according to Indian tradition, "travelling over the prairie wilderness some half-hundred years ago, camped on the bank of the river here, and mended the broken wheel of his 'Red River' cart with the jaw-bone of a moose, which was the only implement he was able to find for the purpose. Thereafter, the Indians called this particular point on the river 'the place where the white man mended his cart with a Moose's jaw.' This moose who laid himself down to die on the banks of the river has now a fairly creditable mausoleum, stretching miles in every direction, and populated by more than twenty-five thousand modern humans, most of whom do not take time to give a thought to the venerable founder of the city, and many of whom are unaware of the history of the curious name."

Moose Jaw is situated in the centre of the populated area of Western Canada and the heart of the grain belt of North America, comprising twenty million acres of the finest wheat lands in the world.



A GROUP OF MOOSE JAW'S HANDSOME PUBLIC BUILDINGS: (FROM LEFT TO RIGHT) THE CITY HALL, THE FIRE HALL, AND THE LAND TITLES OFFICE.

The city is the natural grain market and milling centre of this great province, whose development, wonderful as it is, at present is only in its infancy, for its total area is over 155,000,000 acres. In time, Moose Jaw will become the Minneapolis of Canada. Its railway facilities are unsurpassed, for it is connected with three transcontinental lines and some fourteen branch lines. As far back as 1883 the Canadian Pacific Railway made Moose Jaw one of their transportation centres, and three years ago selected it as their grand divisional point for the province. When the big C.P.R. bridge over the Saskatchewan River at Outlook is finished, Moose Jaw will be in direct connection with Edmonton; and as Chicago, St. Paul, Minneapolis, Moose Jaw, and Edmonton are in a straight line, Moose Jaw will ultimately become a junction of the three Canadian transcontinental lines. The other two great systems with which the town is linked up are the Grand Trunk Pacific and the Canadian Northern Railway. The Canadian Pacific alone pays out to its employees at Moose Jaw over 200,000 dollars a month. There are many other large undertakings in the town, which combine to swell the regular earnings of the inhabitants to a very considerable figure.

Moose Jaw prides itself on never having had a "boom," with its inevitable reaction, like most pioneer towns, but on having advanced steadily and surely. And indeed it has good cause to be proud of the progress it has made.



TYPICAL DOMESTIC ARCHITECTURE IN A LEADING CITY OF SASKATCHEWAN: HOUSES AT MOOSE JAW.



THE GREATEST MILLING CENTRE BETWEEN WINNIPEG AND THE PACIFIC: MOOSE JAW—A VIEW FROM THE PREMISES OF MESSRS. GORDON, IRONSIDES, AND FARES, MEAT-PACKERS, SHOWING STOCKYARDS AND THE ROBIN HOOD MILLS.

Twelve years ago, its population was just over 1500; to-day, or rather, in July 1912, it was 25,000. The district is remarkably popular with settlers, as is shown by the last report of the Canadian Department of the Interior.



A CANADIAN CANOE ON ITS NATIVE WATERS: BOATING ON THE MOOSE JAW RIVER.

During the year under review, the total homestead entries throughout the three provinces of Manitoba, Saskatchewan, and Alberta amounted to 41,291 quarter sections. Moose Jaw's record of entries was 10,901, being half of Sas-



SCIENTIFIC FARMING ON THE GREAT CANADIAN WHEAT BELT: A PLOUGH BREAKING THE SOIL NEAR MOOSE JAW.

katchewan's total of 21,575. In other words, of every 100 people homesteading in Western Canada, 25 came to Moose Jaw to file their entries. It is calculated that in that one year some 25,000 people settled on farms in the district. The reason is that farming pays there. The soil is rich and produces great crops of all kinds of grain. Wheat averages from 20 to 45 bushels per acre; oats, 50 to 100; flax, 12 to 28. At an average price for these grains, farmers make a net profit of from \$5 to \$20 per acre each crop year.

In all that appertains to public life and municipal government—education, religion, means of communication, electric lighting, fire brigade, water-works, and drainage, Moose Jaw is organised on the most up-to-date principles. As regards education, there are already six schools in the city and others are in building, while the

Collegiate Institute, for more advanced studies, is one of the finest buildings of its kind in the prairie provinces. Saskatchewan College, now being erected, will include residential colleges for young people of both sexes. Religion is well provided for. There are two Anglican churches, one Roman Catholic, three Presbyterian, two Methodist, one Baptist, one Free Methodist, one Lutheran, and one Liberal Christian, as well as a Salvation Army Corps. The Young Men's Christian Association and the Young Women's Christian Association are both in a flourishing condition. The city has an efficient and progressive government, co-operating with a Board of Trade which is described as "fairly bristling with activity." A new water-supply is being constructed at a cost of \$550,000, with a special high-pressure system for fire-brigade purposes. The electric-light system is being extended at a cost of \$320,000, and a new sewage-disposal plant is nearly completed. Many other public improvements are being carried out. The city is well provided with parks and recreation grounds, and the Moose Jaw River is a delightful place for boating. The city itself is well laid out, with broad roads and handsome buildings, and its street tramway was the first established in the province. Within forty miles there is a coal-field which, it has been calculated, could produce 50 tons a day for 200 years. Moose Jaw has many important commercial



ELECTRIC TRAMS IN THE CITY WHOSE FOUNDER MENDED HIS CART WITH THE JAWBONE OF A MOOSE: HIGH STREET, MOOSE JAW, LOOKING EAST.

and industrial undertakings. It is the headquarters of the Bank of Saskatchewan, and has ten chartered banks and one private bank; many large wholesale houses, and some thirty manufacturing concerns, the largest of which are the Robin Hood Mills. The huge flour and oatmeal mills were destroyed by fire about a year ago, but the company have rebuilt them on a still larger scale, rejecting many requests to move to other towns. Thus Moose Jaw retains its position as the greatest milling centre between Winnipeg and the coast.

The Moose Jaw Board of Trade is anxious to attract manufacturers and wholesalers who may be contemplating the establishment of branches in the West, and is always willing to supply information and to assist in the selection of a suitable site. Inquiries should be addressed to the Industrial Commissioner, Board of Trade, Moose Jaw, Saskatchewan. There is an exceptional opening for a pioneer flax-mill, for more flax is grown and handled in the Moose Jaw district, it is said, than in any other district of North America. Among other establishments required may be mentioned hotels, factories of harness, furniture, gloves, boots, biscuits, and wagons, a wholesale hardware business, a lithographic plant, an automobile assembling plant, wholesale stationery and drugs stores, linseed-mills, tanneries, and soap-works. For any of these, Moose Jaw offers infinite possibilities.



PART OF THE RESIDENTIAL DISTRICT OF MOOSE JAW: SOME CHARMING HOMES OF ITS CITIZENS.

COCKSHUTT FARM IMPLEMENTS IN CANADA



AT WORK ON WELL-PREPARED LAND:
PLANTING CORN.

words was the new spelling "plow" for the time honoured "plough." The word "plow" into fame was not a new word. In Canada, for over thirty years, it was a household spelling, for the word was part of the name of the great Cockshutt industry at Brantford, Ontario.

The "plows" made by the Cockshutt industry represented new ideals of efficiency, just as the simplified spelling was supposed to represent a new ideal of efficiency. The industry surged forward from a small beginning to one of the largest "plow" industries in the Empire, and the name "Cockshutt" and the name "plow" were symbolised as the ideal of implement-quality. This was true. Where there is a vast land of fertile soils, ready to respond to the labours of the husbandman, there is the territory where a "plow"—representing the new—can show its innate qualities in competition with the "plough"—representing the old standards of husbandry. The perfect hand-plows of the Cockshutt industry won their way and struck out a commercial furrow for the gang-plows, which cut two furrows at once. These were the vanguard for the unheard-of luxuries of plows that one rode upon. And then came "disc-plows," which substituted the "new thing," such as the Greeks of old sought, for the "share" of generations of plowmen. The industry in

itself, and the twelve-fold furrow continues unchanged over the face of the vanquished prairie. This immense implement, with its demand of forty or fifty or one hundred horse-power, instead of the puny hand-plow, is symbolical of the energy and care put into the business: the founder, J. G. Cockshutt, in the cramped quarters of the little factory at Brantford. To-day, the floors of the factory rise tier upon tier. One looks down long vistas of factory interior. To right and left are cross passages, each the interior of an immense building, and outside in other

one will have journeyed from South Africa to the east coast of South America, for here, behold! is the favourite plow of the labourer on the *mesas* of that region. "Het Volk" and "El Carpincho" and "Kangaroo" are some of the shadowings of world-wide commerce that one can see on the floors of the Cockshutt factories at Brantford.

USING A FROST AND WOOD MOWER:
CUTTING HEAVY CLOVER.

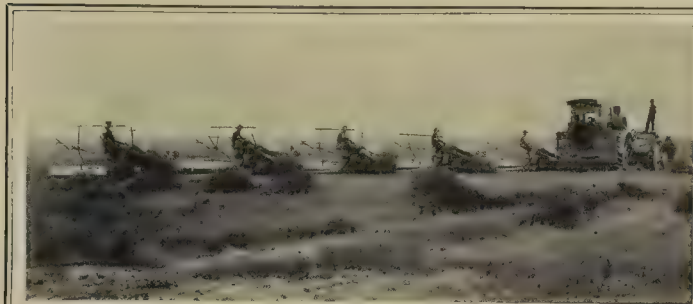
But the growth and scope of the Cockshutt industry must ever be in close accord with the agriculture of the Dominion of Canada. Without the plow, the harvest would not exist. And the harvest itself demands implements of its own. Even growth between sowing and reaping demands its special tools. These are supplied by the Cockshutt Plow Company. The tractor that hauled the reluctant engine-gang across the spring prairie, hauls five or six immense self-binders cutting continuously a forty-foot width from the golden sea of grain that covers that self-same prairie, in the days of autumn. In June the land hums with the speedy rattle of the mower. In June the green rows of Indian corn are cultivated. In July one sees the disc-harrow mulching the fallow land or the cultivator clearing it of weeds. Earlier in the year one can see big seeders placing the grain where it will grow abundant harvests, or strange machines which plant corn mechanically. After the harvest fields are bared, one can see rakes gleaming the last straws of harvest. And all these machines are blood brothers of the plows that bear the name "Cockshutt." The ramifications of the Cockshutt industry are



ON A THOUSAND-ACRE FARM, ALL OF WHOSE IMPLEMENTS WERE SUPPLIED
BY THE COCKSHUTT PLOW COMPANY, SOWING WHEAT WITH FOUR COCKSHUTT
DISC DRILLS.

buildings are never-ending fires and resounding hammers that bend reluctant iron and steel into exact shapes demanded by the varied husbandmen of the entire world.

the last straws of harvest. And all these machines are blood brothers of the plows that bear the name "Cockshutt." The ramifications of the Cockshutt industry are



ON A FARM AT BASSANO, ALTA: FIVE EIGHT-FOOT FROST AND WOOD BINDERS
CUTTING HEAVY FLAX.



ON A THOUSAND-ACRE FARM IN ALBERTA: A BATTERY OF TEN-FURROW PLOWS
ABOUT TO BEGIN WORK.

Brantford, Ontario, was beginning to feel the expansion that is the world's reward for doing something better than other people. To the original line of hand-plows were added refinements of design for plowing-match purposes. Here a special type of plow was required for hill use, and it was promptly annexed to the ever-growing Cockshutt list of perfect implements. In the North-West, other special kinds of plows were wanted and supplied.

One of these phases of agriculture, conducted on a mammoth scale, was the coming of the bonanza farm, a kingdom in extent, endless miles of gently rolling prairie, which needed plowing each year that it might be seeded to grain. This brought into being the tractor-plow—a plow hauled by steam day and night to cover the immense areas of land. And the Cockshutt industry brought out in response the "engine-gang" plow. Imagine a big traction-engine, operated by steam or gasoline, behind which is dragged a series of twelve immense plows that turn furrows of unprecedented width and depth in the hard and tough sod of the prairie. This is the engine-gang, evolved by the genius of the Cockshutts. Here a concealed boulder-beneath the surface stands in the way of one of these immense Cockshutt engine-gang plows, and tractor and engine-gang come steadily and magnificently towards it. The tractor passes. The plow comes to the boulder. Automatically and easily the plow concerned rises over the hidden rock, and resets

The Australian's plow is assembled on the factory floor, then taken apart and boxed in an astonishingly small space. The Boer farmer, who demands a plow on

endlessly in touch with the agriculture of Canada: whether it be east or west, grain-field or meadow or orchard, the "Cockshutt" name is there.

You can see Cockshutt machines beside the Nile, used for cultivating cotton at the hands of the *fellahs*. In Syria, you can see Cockshutt engine-gangs plowing the lands that the Chosen People found "flowing with milk and honey" many ages ago. On the *karoos*, and the *veldts*, and the *mesas* of the world, within and outside of the Empire, you will find Cockshutt implements helping to make England's bread. But the greatest of the wheat-raising lands, the limitless prairies of Canada, owe their highest and best expansion to the implements of the Cockshutt factory that made the expansion possible.

The Cockshutt Plow Company, Ltd., of Brantford, Ontario, has expanded in forty years from a small plow-works to an immense industry that has all farm implements on its list of products. There are branches of the parent house at Winnipeg, Manitoba, at Calgary, at Regina, at Saskatoon. There are innumerable agencies in the small hamlets of Canada. The big cities of the world, where world-trade ebbs and flows, contain each a Cockshutt agency. The furrows cut by Cockshutt plows girdle the earth each day, and the 1800-miles-a-week furrows of the big Cockshutt engine-gangs are doing more to keep down the cost of bread in England than any other single implement ever devised by the hand of man.



TURNING THE WASTE LAND INTO FRUITFUL EARTH: PLOUGHING THE LIMITLESS PRAIRIE
IN WESTERN SASKATCHEWAN.

modern lines, but with a single handle, it may be, can see his favourite plow being painted, ready for use somewhere on the veldt. Turn and walk a step or two, and



A STately HOME OF BRITISH COLUMBIA: A TYPICAL HIGH-CLASS RESIDENCE ON VANCOUVER ISLAND.

MUCH VALUED BY THE SETTLER:
ENTERPRISING BRITISH COLUMBIA.



TYPICAL BRITISH COLUMBIAN HOUSES IN VANCOUVER: A STREET IN THE RESIDENTIAL DISTRICT.

WHILE Canada offers, from the Atlantic to the Pacific, the greatest opportunities on the face of the earth to the right class of settler, British Columbia may claim to have certain special advantages of her own in addition to those that are common to all parts of the Dominion. To understand the position it is necessary, in the first instance, to refer to a few figures. In the financial year 1902-3, the revenue of British Columbia was a little more than two million dollars; for the last financial year it was nearly twelve million. The result of this is that the expenditure on public works has gone up from one million dollars in 1903 to eight million dollars in 1912. This money has been spent upon roads, streets, bridges, wharves, public buildings, and above all, upon those surveys which are necessary to open up comparatively unexplored land for settlement. Surveying must always precede settlement, and in British Columbia it is necessarily expensive. This revenue, considerable though it is, does not mark the limits of

to tell without the appearance of great exaggeration. At the same time, it must be apparent to the least imaginative that the prospects would be hard to rival, and the enormous expenditure undertaken by the Government and the great railway companies speaks in sufficiently eloquent terms of their faith in British Columbia's future.

In addition to looking after public works, the Government of British Columbia has devoted special attention

University life will be the separate housing of different denominations.

Turning from education to commerce, it may be said that the commercial prospects of British Columbia, always good, are better than they have ever been. On the one hand, the railway developments enable vast and virgin sources of wealth to be tapped; on the other hand, the opening of the Panama Canal will bring the markets of British Columbia into closer touch with Europe. The manufacturing era is about to open in the province; it has been stimulated by the discovery of vast coalfields. Fisheries, mining, lumbering are all on the up-grade; farming develops in all directions. In addition to the fruit-growing with which the province must always be associated, we see prosperity waiting upon the dairy and poultry farmer, and the farmers who raise pigs or sheep. The work is not only highly remunerative, it is carried on under the most pleasant conditions, for the warm Pacific



IN THE LAND OF CANADIAN CANOES: BOATING ON THE UPPER ARM, VICTORIA, BRITISH COLUMBIA.

to education, realising that the first desire of the settler, after maintenance for his family, is good education for the young ones, that they can play their part in any corner of the British Empire. It may be claimed for the educational system of British Columbia that it is one of the best in the world, and that its outlook is absolutely modern. Although the population of British Columbia is not more than half a million to-day, the Government education grant is a million dollars per annum, to which must be added the very considerable contributions of the municipalities. Such figures have an eloquence denied to words.

Education may be carried far, right up to the University, where much time is given to modern scientific teaching and agriculture. This last receives very special attention, for the well-trained agriculturist has his future assured. The British Columbia University is now in process of building at Vancouver, and has been handsomely endowed



Photo. Hudson.

Photo. Hudson.
RIVER SCENERY OF BRITISH COLUMBIA: ON THE CHANAGAN RIVER, PENTICTON.

expenditure, for in the past few years the province has had a surplus, and possesses to-day some ten or twelve million dollars which will be devoted to further public works. In the next three years this expenditure according to the Premier's estimate, will not be less than thirty or forty millions.

But the work of opening up the country has not been limited to the Government: the railways have played a big part. First came the Canadian Pacific, and then the Great Northern, and its British Columbia system. In the next two years two other transcontinental lines will be operating in the province, and a third will follow about a year later. The railway expenditure over this period will not be less than 150 million dollars, and in addition to this, the Dominion Government will be spending large sums for harbours and coast works. It must not be forgotten that British Columbia has some 7000 miles of coast-line, and the only natural harbours of significance on the Pacific coast of America. What this means to British Columbian trade is almost impossible



WELCOMING CANADA'S ROYAL GOVERNOR-GENERAL: THE SCENE OUTSIDE THE NEW COURT HOUSE, VANCOUVER, ON THE ARRIVAL OF THE DUKE OF CONNAUGHT FOR THE OPENING CEREMONY.

by the Government, which, in addition to a grant of 150 acres for a site, has set aside two million acres as an endowment. One of the special features of

fear of contradiction, that British Columbia lacks nothing that may be expected to appeal to the sturdy settler who acknowledges the British flag, and is not afraid to work

LAKE SCENERY OF BRITISH COLUMBIA: ROCK CUT, VASEAUX LAKE, NEAR PENTICTON.

winds keep all the bitterness of winter away, and the measure of warmth and sunshine is more generous in British Columbia than in any other part of Canada. To-day there is ample room, and there are splendid opportunities, for thousands of settlers, and their work will be no less strenuous than was that of their predecessors, who found the country worth striving with in the days when the Government was not in the position to give the assistance which is to-day, and the railways had yet to open up regions that seemed well nigh inaccessible. There is plenty of hard work left to do, but the conditions under which it can be done are more favourable to the worker than they have ever been.

Apart from these advantages, the province may fairly claim to be a sportsman's paradise, second in this regard to no part of the Dominion. In short, it may be said, without

Photo. Lamb.

"ALL THE FERTILITY OF THE SOIL": AGRICULTURE IN BRITISH COLUMBIA.

PHOTOGRAPHS BY HUDSON; SUPPLIED BY THE HON. J. H. TURNER.



1. WORK DESIGNED TO END IN—PROFITABLE—SMOKE: PLANTING YOUNG TOBACCO-PLANTS.

2. IN A KELOWNA ORCHARD: PICKING APPLES

3. MOST DELICIOUS FRUIT: PICKING STRAWBERRIES.

Some of our readers may remember that in a play of a while ago the chief character took to gardening, with varying results. Eager to demonstrate his success, and being in some difficulties in the matter, he sought to prove his abilities in his new sphere and the value of his land by tying fruit on trees and vines which were innocent of it. Unfortunately, his zeal was greater than his knowledge, and, amongst other things,

his efforts ended in the appearance of tomatoes "growing" on "grape-vines. His explanation was, "All the fertility of the soil!" British Columbia may not claim soil that is fertile to that extent; but the variety, abundance, and excellence of its products might make one wonder that it cannot do the same—almost it achieves the miraculous as its agriculturists, and especially, perhaps, its fruit-growers, prove again and again.

OUR LADY OF THE SUN: CANADA, THE PERFECT SUMMER RESORT.

PHOTOGRAPHS BY CHAPMAN, AUSTIN, WATERLOW, AND OTHERS.



1. WHERE SUMMER IS SUMMER, ON KITSILANO BEACH, VANCOUVER, BRITISH COLUMBIA.

2. WHITE WINGS OF THE GREAT DOMINION, YACHTING IN TORONTO BAY.

3. IN VANCOUVER, "YACHTING IN BURRARD INLET.

4. HOLIDAY-MAKERS BY THE WATER'S SIDE, ON WINNIPEG BEACH, MANITOBA.

5. NEAR CHARLOTTETOWN, PRINCE EDWARD ISLAND, A CALM DAY.

6. A SUMMER HOME, LAKE ST. LOUIS, NEAR MONTREAL.

When Kipling wrote of Canada as "Our Lady of the Snows," patriotic Canadians were by no means over-pleased, for they can boast of perfect summers as well as fine, if cold, winters, and they felt it not a little hard that the Dominion should be thus asso-

ciated chiefly with wintry conditions. All the world knows by this time the climatic conditions Canada rightly boasts, but such photographs as those here given cannot fail to illustrate the point in a striking manner.

WONDERFUL WESTMINSTER BRITISH COLUMBIA.



THE PREMIER OF BRITISH COLUMBIA VISITS NEW WESTMINSTER:
THE ARRIVAL OF SIR RICHARD M'BRIDE, K.C.M.G.

Sir Richard M'Bride, Premier of British Columbia since 1903, was born at New Westminster in 1870.



MR. C. H. STUART-WADE, F.G.S.,
Publicity Commissioner for New Westminster, British Columbia.



AT THE LIVERPOOL OF BRITISH COLUMBIA: LUMBER-SHIPPIING
AT NEW WESTMINSTER.

New Westminster's shipping industry will be immensely increased by the opening of the Panama Canal.

AMONG the cities of British Columbia that may look from a fortunate present to a marvellous future, New Westminster takes a prominent place. It has grown like a well-planted tree, and has arrived very quickly at the stage of profit and beauty. Metropolis of the famous Fraser River, and a natural centre of developments on the Canadian Pacific seaboard, New Westminster has trebled its population in twenty years, and has every prospect of becoming one of the biggest and most attractive cities on the Pacific coast. It has grown steadily on its merits, and the even flow of prosperity and the splendid prospects that the future holds have been noted by some of the most acute observers of Canadian conditions, by men like Earl Grey, Sir Richard M'Bride, and Sir William MacKenzie. Now the opening of the Panama Canal is going to increase the value of the immediate future of New Westminster to an extent not to be estimated without the appearance of exaggeration save by those who understand Canadian conditions thoroughly.

To cope with the new shipping industry which will so soon be added to the existing one, a harbour wall, seven miles in length, is in preparation, and there will be fifteen docks, each six hundred feet long, to take advantage of the tideless waterway in the fresh-water harbour. By the end of the present year the Dominion Government will have spent a million dollars on the river and in harbour improvements, so that it is hardly surprising to hear the city described as the Liverpool of the Pacific. New Westminster stands along the estuary of the Fraser River, and within touch of the ocean; it boasts a splendid harbour and railway facilities along the whole of its five miles of water front. Prosperity, in its travels throughout Canada, never elected to honour a more delightful spot. The climate is exquisitely mild, neither too cold in winter nor too hot in summer; the orchards are a dream of beauty; the land is fertile; and neither the city nor its environs has been exploited. It boasts parks, colleges, and cathedrals, a score of churches, hospitals, theatres, and stately Government buildings. While the opportunities of other districts have been discounted for many years to come, New Westminster is passing from a moderate rate of development to a very rapid one, largely, as we have said, by reason of the Panama Canal, which must have such a striking effect on the

immediate commercial future of the Pacific coast.

Few cities can rival either the natural beauty or the hygienic conditions of New Westminster; it is certain that the city has yet to be built that can hope to excel this in both aspects. The sewage works now moving towards completion will ensure perfect sanitation; the

total indebtedness is about two-and-a-half million dollars, of which about half is invested in schools, water-works, and lighting plant, and the remainder of the debt is covered twice over by the present value of the city-owned water-front, which will, of course, be worth many times as much as it is at present in the next year or two, for there is no other fresh-water harbour on the Canadian Pacific coast. The region of which New Westminster is the natural metropolis has an area of five million acres, yielding to none throughout the Dominion in point of fertility or attractiveness; and as this vast stretch of country is developed, the business of the city must increase automatically; and it is in view of the immediate future that the civic authorities, aided by the Dominion Government, are striving to keep their ever-growing city worthy the name it bears, a name given to it by Queen Victoria.

The newcomer will find unrivalled facilities for business amid all the surroundings that are associated with a beautiful health resort; he will find a hearty welcome, splendid educational facilities for his children, unrivalled sporting conditions for his leisure hours. The fact that British Columbia still imports twenty million dollars' worth of food annually, is eloquent of the prospects of the farmer, whether he raise poultry, cattle and sheep, follow dairy-farming, or plant orchards and vegetable gardens. He will not have to face months of enforced idleness every year, as some must whose lines are cast in less temperate parts of the Dominion far from the Pacific Slope. Natural conditions are, of course, accountable for the special advantage that New Westminster offers to the settler, but it is only fair to add that these conditions have been turned to the best account, not only by the Dominion Government, but by the enthusiastic directors of



Photo. Notman, Montreal.

A CITY WHICH RECEIVED ITS NAME FROM QUEEN VICTORIA: NEW WESTMINSTER—A GENERAL VIEW.

water that supplies the city travels along sixteen miles of steel piping from glacier-fed Lake Coquitlam. These public services, to say nothing of the electric-light and other conveniences, are owned by the city, and are an asset of ever-increasing value. The Canadian Pacific has arrived, the Canadian Northern Railway system is on the way to New Westminster, and the British Columbian Electric Railway travels seventy miles along the Fraser River valley, bringing the produce of one of the most fertile regions of the great Dominion to its natural mart—the city. Financially, New Westminster is in a thoroughly sound position. Its

the city's destinies, who are determined that New Westminster shall yield to no city between the Atlantic and the Pacific in point of the opportunities it offers, not only to those who place their names upon its civic roll, but to those who turn to it from any part of the Fraser valley for the disposal of their produce or the purchase of the necessities and luxuries of life. A spirited public policy, and a region with which Nature has dealt in her most bountiful fashion, must form an irresistible combination, and those people are indeed to be envied who decide to seek their future in New Westminster, B.C.



A BRANCH OF THE CITY THAT IS GROWING IN BEAUTY AND PROSPERITY LIKE
A WELL-PLANTED TREE: AN AVENUE IN NEW WESTMINSTER.



KINDLY FRUITS OF THE EARTH IN BRITISH COLUMBIA: EXHIBITS IN THE PUBLICITY
COMMISSIONER'S OFFICE AT NEW WESTMINSTER.

RAILWAY CENTRE AND PLACE OF MANY ENTERPRISES: BRANDON, THE SECOND CITY OF MANITOBA

BRANDON, the second city of Manitoba, has recently become a very important railway centre, and will soon be still greater. It is a divisional point on both the Canadian Pacific and Canadian Northern Railways, and these railways are greatly increasing their yard trackage and other shipping facilities, while the Grand Trunk Pacific is now preparing to run into the city. There has been much talk for years of Mr. James J. Hill extending his great system of railways to various points in Western Canada, but so far as Brandon is concerned it is already an accomplished fact, and the Great Northern Railway has extensive trackage facilities in the heart of the city. Thus Brandon has direct connection with the great railway systems of the United States as well as with those of Canada. The Great Northern Railway has a charter to build a line from Brandon to Le Pas, and is arranging to have it extended to reach a Hudson's Bay port.

For many years the Canadian Pacific Railway had only one track between Brandon and Fort William, its port on Lake Superior. Last summer a second track between the two cities was completed, and the Canadian Pacific Railway Company recently announced to the Dominion Government Railway Commission that they intend to lay two more tracks from Brandon to Fort William, making a four-track system between Brandon and the Lake Superior port. When it is remembered that the Canadian Pacific Railway will be only one of three great Canadian systems of railways connecting Brandon with the lake ports of Fort William and Port Arthur, while the Great Northern

part of Western Canada. The Brandon distributing area, in which the railways give Brandon more favourable rates than they allow to any rival distributing centre, is covered by a network of branch railways, all

Nearly all the important farm-implement companies of Canada and the United States have distributing houses in Brandon, and their warehouses are rapidly increasing in size owing to the great expansion of their business. They

have been surprised at the rapid increase in business. Among Brandon's wholesale houses are the following: Two seed-houses, one of which does the largest business of the kind in Western Canada; two fruit-dealers; one hardware, one china, glass and crockery, one boots and shoes, two wire fence, one tobacconist, three farm-produce, two wines and liquors, four oil companies, and one grocery, which already has a business of over a million dollars annually. In all these lines there is room for more, and other trades will find it equally advantageous to establish wholesale houses in Brandon. There is an especially good opening for a large wholesale dry-goods house. Brandon has one hundred and twenty retail merchants.

Among the articles now manufactured in Brandon are flour, oatmeal, gasoline-engines, fire-engines, windmills, pumps, trip hammers, portable sawing-machines, steel plate hot-air furnaces, shop counters and show cases, church pews and pulpits, school-desks, sashes and doors, leather, harness and saddlery, guide-belts, tents, mattresses, overalls, corduroy coats, fur coats, fur robes, bricks, cement blocks, butter, cheese, ice cream, beer, ale, porter, lager and a variety of bottled temperance beverages. Arrangements have been made to establish a shoe-factory. In some of these lines manufacturing is conducted on a very small scale, while in other cases quite important industries have



A FINE BUILDING IN MANITOBA'S SECOND CITY: THE COURT HOUSE, BRANDON.

tributary to Brandon. In this district, according to a recently published report, there are 289 small towns, villages and hamlets; with 3500 retail merchants and

to establish a shoe-factory. In some of these lines manufacturing is conducted on a very small scale, while in other cases quite important industries have



EDUCATION IN PROGRESSIVE BRANDON: ONE OF THE CITY'S PUBLIC SCHOOLS.

Railway runs from Brandon to Duluth, the future importance of Brandon as a railway centre may be understood. The Canadian Pacific Railway announcement of a four-track system was made in connection with the Grand Trunk Pacific Railway Company's application to the Railway Commission for power to cross the Canadian Pacific tracks in coming into Brandon.

Brandon's westward connections are also wonderfully good. When the Grand Trunk Pacific and Canadian Northern Railways are both completed to the Pacific coast, as they will be very soon, Brandon will have four great railway systems connecting it with Pacific ports, the three Canadian trans-continental railways and the Hill system, which already connects Brandon with Vancouver, British Columbia, and Seattle, Tacoma, Portland, and Everett on the Pacific coast of the United States. These four great railway systems have numerous branches, so that Brandon is connected with every

almost one-third the farming population of Western Canada. But the business of the wholesale men and manufacturers of Brandon is not restricted to the district

been established, but it should be noted that the larger industries of Brandon were all originally very small, with very limited capital.

There has never been a large amount of capital invested in any of these Brandon industries. The great success that some of them have achieved without capital is an indication of what might be accomplished by manufacturers coming to Brandon with ample capital.

There is no speculative over-valuation of land in Brandon as there is in many western cities. For this reason homes may be bought at more moderate prices, and sites for wholesale warehouses can be secured at reasonable figures, while the city grants free sites, exemption from taxation, and other concessions to manufacturers.

The general cost of living is lower in Brandon than in cities farther west, partly because real estate prices are lower, and partly because it costs less to lay down all kinds of commodities in Brandon.



COMMERCE IN PROGRESSIVE BRANDON: BUSY ROSSER AVENUE, LOOKING EAST.



A SMALL SECTION OF THE BUSINESS HEART OF THE CITY: BRANDON, THE COMMERCIAL CENTRE, SEEN FROM THE GREAT NORTHERN RAILWAY STATION.

known as the Brandon distributing area. They go far beyond it, and sell throughout the vast prairie region of Western Canada from Winnipeg to the Peace River.

THE SECOND CITY OF MANITOBA: BRANDON, A RAILWAY CENTRE.



1. A BEAUTY SPOT: THE SNYE ENTERING THE ASSINIBOINE RIVER, AT BRANDON.
2. THE CHARM OF THE SECOND CITY OF MANITOBA: THE DRIVE, BRANDON.
3. SPORT OF BRANDON: A GAME OF FOOTBALL IN FULL SWING.
4. DURING THE SUMMER FAIR AT BRANDON: THE PROMENADE.
5. ONE OF BRANDON'S LUNGS: THE CITY HALL GARDENS.

As is pointed out in the article on the second city of Manitoba, Brandon has become of late a very important railway centre, and will soon be greater in this respect. This fact is, of course, of enormous value to the place as a home of commerce and other enterprises, but it must be noted, too, that Brandon is not only a manufacturing city,

but one of considerable beauty. The general cost of living, it is shown, is lower there than in, at all events, some cities further west, partly because real estate prices are lower, and partly because it is less expensive to lay down all kinds of commodities in Brandon.

THE GRAND TRUNK RAILWAY AS A BUILDER OF CANADA.

WHEN the little band of engineers and railway-builders, backed by long-headed London financiers, set out to girdle British North America with steel highways, it was a small, disrupted Canada which they entered. The three million people constituting the population hugged the only channels of transportation which were available—the rivers; and they clung tenaciously to the oldest and best-settled part of the country—the Maritime Provinces.

But the railway-builder came and broke up the dense stretches of everlasting forest, stretching from the waters of the St. Lawrence to Hudson Bay. He drove his grades right and left through territory which was believed to be incapable of supporting anyone who was not an Indian or a trapper. And as the light and warmth of Old Sol was brought into contact with soil upon which it had not shone for centuries, the fertility of the ground became revealed. The graders passed their idle hours raising little patches of vegetables to provide some variation to their monotonous, frugal table.

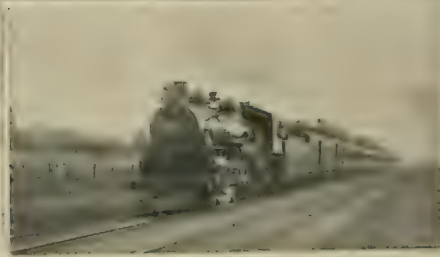
Among the graders were the sons of farmers living down by the water's edge. These young men came home with vivid stories of the fertility of the soil up in the bush. The curiosity-provoked agriculturists penetrated the forests along the right of way to ascertain for themselves. They saw and were convinced. Immediately there commenced that forward movement which never has ceased. Canada awoke. The younger and more enterprising agriculturists followed on the heels of the railway-builders.

Having entrenched itself firmly in the Lower Provinces, the Grand Trunk Railway threw out its tentacles, until they reached the shores of the Great Lakes, providing highways for the interchange of commerce and produce between Canada and its next-door neighbour. The settlement of vast stretches of new country, which had been brought about entirely by the enterprise of the Grand Trunk Railway, facilitated the passing of the act which cemented Canada into a homogeneous whole—the Confederation of the Provinces.

The fulfilment of this dream in turn reacted in favour of the Grand Trunk Railway. Extensions were fostered, more and new stretches of wilderness were brought under development, until to-day the oldest part of Canada is enmeshed in an intricate network of steel aggregating some 5500 miles of railway, providing speedy and inexpensive communication, not only between Canadian manufacturing, commercial, residential, and agricultural points, but with the points of shipment to all parts of the world. Economic conditions compelled the pioneers to build in accordance with the spirit of the times. The Grand Trunk Railway was the pioneer, and had to precede immigration. So the track was laid with comparative cheapness, the governing factor being to provide communication. But as the country grew and prospered, and the traffic flowing along the channels of steel grew in volume, the pioneer lines proved inadequate.

The same enterprise which had driven the steel highway into the recesses of the unknown in the first instance, now had to be concentrated upon the modernisation of the roads to bring them into line with requirements. It was an expensive procedure, but it is the grade which counts. Banks were flattened and curves eased, to accelerate traffic movement; the permanent way was relaid with heavier metals, bridges were rebuilt, and more powerful locomotives designed, together with more capacious rolling stock, to facilitate and reduce the costs of hauling freight from producer to consumer.

While the process of remodelling and overhauling the Grand Trunk Railway was in active progress, there came that wonderful awakening of the West. The fertility of the Prairie Provinces, neglected for centuries, arrested the attention and interest of the whole world. Steady streams of immigrants set Canada-wards from all points of the compass. It was no flash in the pan, as events have proved only too convincingly: the tide of emigration to Canada never has set so strongly as it does to-day. Once again British enterprise asserted itself. The Grand Trunk



ON THE LONGEST CONTINUOUS DOUBLE-TRACK RAILWAY UNDER ONE MANAGEMENT IN THE WORLD: STANDARD GRAND TRUNK PASSENGER TRAIN EN ROUTE FROM MONTREAL TO CHICAGO—880 MILES.

Railway system came to a dead end at the shores of the Great Lakes. But traffic was passing and coming from points beyond—from the vast steppes which rise steadily



IN THE CAPITAL OF CANADA: THE GRAND TRUNK HOTEL. "CHÂTEAU LAURIER," AT OTTAWA, AND ON THE RIGHT) THE CENTRAL PASSENGER STATION, WITH WHICH IT IS CONNECTED.

and gradually to the Rocky Mountains. A new empire was awaiting development, was ripe for settlement. The pioneer railway which had been growing continuously throughout the settled East decided to become a power in the rising West. But the controlling

to be in touch with the western sea;

to carry the trade between Britain and the East; to enmesh the Western provinces in the manner in which the Eastern provinces had been gridironed.

In this way one of the greatest railway projects ever attempted was born. The Grand Trunk Pacific, the offspring of the pioneer Canadian railway, promises to outgrow its parent. Prolonged deliberations resulted in the evolution of a second transcontinental railway, passing wholly through Canadian territory to bring the Pacific into touch with the Atlantic shore. This long arm is 3550 miles in length, and it spans the entire breadth of the Dominion, traversing eight of its eleven provinces.

From one end to the other the "All-Red Railway" breaks new ground. It traverses untouched portions of New Brunswick, Quebec, and Ontario, and incidentally has unlocked a new self-supporting territory in the East—the vast Clay Belt where the soil is rich in the nutriment for crops, where minerals of all descriptions abound, and where lumber is plentiful. Winnipeg is offered an easier and quicker link of communication with eastern cities, and westward of the grain metropolis the line traverses the richest stretches of arable land in the country.

In building the Grand Trunk Pacific one cry was echoed far and wide, "Keep down the grades!" It has been obeyed to the uttermost limit. The Yellowhead Pass is the natural gateway through the Rockies, and it has been followed, with the result that the metals only have to rise to an altitude of 3720 feet. And the ascent is so gradual—21 feet per mile—that the awe-inspiring Rockies are threaded with greater ease than sections of the prairie. There is no other line on the North American continent which passes so easily from the Atlantic to the Pacific as Canada's second transcontinental.

The nearest competitor—in the United States—has to climb at 52 feet per mile to overcome the mountain backbone; while its Canadian rival has grades running up to 116 feet per mile to overcome the same obstacle.

The low grade is an overwhelming advantage in favour of the Grand Trunk Pacific, and one affecting the general public vitally. To the passenger it means faster travelling; to the commercial man it means quicker and cheaper haulage, as the expenditure of locomotive power is reduced to about one-third of that required on other lines.

Negotiating the Rockies, the railway threads a vast, gently undulating plateau, rimmed by the Cascades, and known as New British Columbia. This is "The New Garden of Canada," where the top soil, mostly alluvium, varies from four to thirty-two feet in depth; where timothy grows to a height of nine feet; where wild hay averages from two to three tons per acre; where the winters are mild, enabling stock to be kept out of doors the whole year round. Minerals are found in abundance, and the mining towns will offer highly remunerative markets in close proximity to the farms.

The western terminus of the railway is at Prince Rupert, the finest natural harbour on the Pacific seaboard north of San Francisco, and capable of receiving the largest vessels afloat. A further manifestation of the enterprise of the Grand Trunk and Grand Trunk Pacific Railways is revealed in the establishment of a chain of hotels across the continent, which from the point of comfort, luxury, equipment, and cuisine recall the palatial caravanserais of Europe, and exceed anything previously found in Canada. The "Château Laurier" already has become the rendezvous of fashion at Ottawa; while Fort Garry hotel, costing £300,000, will rank as the most magnificent building in Winnipeg. Other hostleries are under construction at Regina, Edmonton, at the entrance to the Rocky Mountains—where a new pleasure and health resort with valuable therapeutic hot springs has been discovered, Mount Robson—the mountain show-piece of the Dominion, and Prince Rupert. "Keep pace with the times; anticipate developments," is the watchword of the Grand Trunk Railway, and it is the fulfilment of this slogan which has enabled the pioneer Canadian railway to play such a responsible part in the upbuilding of the Dominion.



THE LARGEST OF ITS KIND IN THE WORLD: THE GRAND TRUNK PACIFIC GRAIN-ELEVATOR AT FORT WILLIAM, ONT. When completed, the elevator will have a capacity of 40,000,000 bushels.



A GREAT CANADIAN RAILWAY'S LONDON PREMISES: THE EUROPEAN TRAFFIC OFFICES OF CANADA'S GRAND TRUNK SYSTEM AT 17-19, COCKSPUR STREET, S.W. (ADJACENT TO TRAFALGAR SQUARE.)

forces not only kept the necessities of the immediate future in view: they saw that Canada was destined to create as rich and as great a trade upon her Pacific border as upon the Atlantic seaboard; that the short cut around the northern hemisphere was certain to move from the United States northwards, so as to secure the full advantages of geographical situation. Accordingly the Grand Trunk resolved to stretch out a long arm of steel from the Great Lakes to the Pacific, so as



SPANNING THE GORGE BELOW NIAGARA: TRAINS CROSSING THE GRAND TRUNK SINGLE-ARCH DOUBLE-TRACK STEEL BRIDGE. Height, 252 feet; span, 550 feet (excluding approaches).

A FINE SERVICE IN CANADA: THE DONALDSON LINE.

1855 - 1913.

A COMPARISON of the ships of to-day with those of yesterday yields no astonishing signs of the passage of time: it is impossible for the lay eye—or the expert, for that matter—to note any vital, revolutionary alterations and improvements in design and construction; but look at the vessels of yesteryear: then will you realise that progress has not only been made, but made almost daily. Hark back only to 1858, to the launching of the first craft of the Donaldson Line, the setting-up of the first milestone on its road to prosperity and fame; and take thorough stock of the illustrations here given of the little 298-ton barque *Joan Taylor*, of 1858, a splendid example of the ships of her period; the full-rigged *Santona*, built for the firm in 1865; the *Marina*, one of the early steamships; and the up-to-date liner *Cassandra*. Nothing could convey better a fair idea of the development which has taken place. The pictures represent not only the four periods of the Line's existence, but, practically, the four periods of the modern history of the shipping world.

The *Joan Taylor* was of the era of wood, and with her the Donaldson Line inaugurated its services between Glasgow, Liverpool, and South America. The *Santona* was under the command of Captain Taylor, who is still in the firm's employ and speaks enthusiastically of this fine ship, and of the record passages she enabled him to make from home waters to the River Plate. The *Marina* came into being when the reliability of steam was still regarded with doubt, and she was fitted with heavy spars and sails for use in emergency.

all its steamers built for these classes only. No first-class passengers being carried, the second class are provided for in the steadiest part of the vessels—amidships—and, as a consequence, promenade decks,

pleasure. The cabins—need it be said?—share in the care devoted to the ships as a whole. They are for two and for four persons, and have furniture, fittings, and appointments in accordance with the most modern ideas.

The third-class passenger, too, is especially well looked after, and, above all, is ensured that privacy which is so much desired by the British emigrant. There is no open-berth steerage on the Donaldson vessels; indeed, the accommodation on the *Cassandra*, *Letitia*, *Saturnia*, and *Athenia* is entirely in two and four-berth rooms.

The firm's fleet comprises twelve vessels of a tonnage of about 100,000. Each of the passenger-steamers can carry some 300 second-class, and, with the single exception of the *Athenia*, all can carry also some 1000 third-class. There is the comforting knowledge, in addition, that each is equipped with a complete Marconi wireless-telegraphy installation, which is in the hands of two operators, so that every ship may be in constant touch with other lines, and with the land-stations; that boats are carried for all aboard; that the lighting is by electricity; and that bilge keels are fitted, to prevent rolling. With such advantages—and there are others too numerous to detail here—it is not surprising that the Donaldson Line holds its popularity and increases it.

The Line's close relations with Canada—to deal with a single but a most important phase of its enterprises—began in 1870, when the steam-ship *Astarte*, with a general cargo, sailed for Montreal, to which port a weekly passenger service is now given from Glasgow in the summer



THE FIRST SHIP OF THE FAMOUS DONALDSON LINE: THE 298-TON "JOAN TAYLOR,"
BUILT IN 1858.



BUILT FOR THE DONALDSON LINE IN 1865 AND A MAKER OF RECORD PASSAGES
TO THE RIVER PLATE: THE FULL-RIGGED SHIP "SANTONA."



FITTED WITH HEAVY SPARS AND SAILS IN CASE THE STEAM SHOULD FAIL:
THE EARLY STEAM-SHIP "MARINA."

The *Cassandra* is the last word up to the present in passenger-carrying vessels of her class. Built in 1906, she and her sister-ships *Athenia*, *Saturnia*, and *Letitia*—the last two built in 1911 and 1912, respectively—maintain a weekly service between Glasgow and Canada. And the popularity of these craft is no matter for wonder to anyone who has had the opportunity of examining them and of noting how apparent it is that the Company gives the maximum of comfort for the minimum of expenditure on the part of the passenger. A representative of *The Illustrated London News* travelled from Canada to Glasgow recently aboard the *Cassandra*, and found her excellent in every way, with first-rate cuisine and attendance. Moreover, he realised her capital qualities as a sea-boat: despite the very heavy seas encountered, she rode the turbulent waters splendidly, with comparatively little motion.

Since it first embarked upon the passenger trade and made it its business to perfect it, the Donaldson Line has been true to its initial belief that the predominant demand was for second and third class accommodation, and, accordingly, has

rooms, music-rooms, smoking-rooms, ladies' rooms, and the hundred-and-ore items which make voyages a

months, April to November. After this period, St. John, New Brunswick, selected after several years of experience

in testing various Canadian ports, is made the winter terminal in Canada. During the summer a three-weekly service is maintained to St. John. Donaldson's is represented at both Montreal and St. John by the Robert Reford Co., Ltd., one of the oldest businesses in Canada, and not a little of the Line's success is due to Mr. Robert Reford, who has been closely identified with the Donaldson Line for fifty years, and is still actively at work. The firm also runs most efficient services to Baltimore, in the State of Maryland, the chief United States port of call for its vessels since 1887, and to Newport, New Virginia. It may be remembered also, as a matter for congratulation, that the Line has been managed by Donaldson's since its inception, and is one of the few shipping firms which are family businesses—a state of affairs which makes for good as implying traditions of excellence to be faithfully followed. The head offices of the Donaldson Line are situated at 54, 56, and 58, Bothwell Street, Glasgow, in one of the most magnificent buildings in the city.



TYPICAL OF THE GREAT DONALDSON LINERS OF TO-DAY: THE "CASSANDRA."



LEADER OF THE OPPOSITION IN CANADA: THE RIGHT HON. SIR WILFRID LAURIER, P.C., G.C.M.G., K.C.

Sir Wilfrid Laurier, Premier of Canada from 1896 to 1911—and the first French Canadian to hold that post—was born at St. Lin, Quebec, on November 20, 1841, only child of the late Carolus Laurier. He was educated at L'Assomption College, McGill University; took his B.C.L. at McGill University in 1864; was called to the Bar in 1864; and took silk in 1880. He first entered Parliament in 1871. In 1874 he became a Member of the Federal Assembly. In 1877 he was appointed Minister of Inland Revenue in the Mackenzie Ministry. At the General Election of 1878 he was defeated, but was immediately elected for Quebec East, for which he has since sat. He leads the Liberal Party. In 1868 he married Zoé, daughter of G. N. R. Lafontaine, of Montreal.

FROM THE PAINTING SPECIALLY EXECUTED FOR "THE ILLUSTRATED LONDON NEWS" BY A. CHEVALLIER TAYLER.



PREMIER OF CANADA SINCE 1911: THE RIGHT HON. ROBERT LAIRD BORDEN, P.C., K.C.

Mr. Borden, who introduced the Naval Bill providing for a gift of Dreadnoughts from the Dominion to the British Navy, has been Premier of Canada since 1911. He was born at Grand Pré on June 26, 1854, son of the late Andrew Borden. He began his education at Acacia Villa Academy, Horton, and then studied law, with the result that he was called to the Bar in 1878 and took silk in 1891. He had an extensive practice in the Supreme Court of Nova Scotia and in the Supreme Court of Canada. He became Member for the City and County of Halifax in 1896; for Carleton in 1905; and again for the City and County of Halifax in 1908. He was elected Leader of the Conservative Party in the Dominion House of Commons in 1901. In 1889 he married Laura, daughter of the late T. H. Bond, of Halifax.

FROM THE PAINTING SPECIALLY EXECUTED FOR "THE ILLUSTRATED LONDON NEWS" BY A. CHEVALLIER TAYLER.

AN INPOST OF CANADA: REAL ESTATE AT EDMONTON.

THE enthusiast will tell you that Edmonton, capital of Alberta, is becoming with startling rapidity fairer than any city of man yet known. Those be brave words: let us see how outside testimony supports them. First, there is Mr. Howard Angus Kennedy, in "New Canada and the New Canadians." Writing some five or six years ago, he said: "It seems really absurd to think of Edmonton as a city—the fur-trading outpost in the wilderness. But in 1901 the town had 2026 inhabitants, and five years later that figure had risen to 11,167. . . . To this day, furs to the value of a million dollars (£200,000) every year pour into Edmonton from a multitude of outposts in the north, to be sorted and packed for the markets of the civilised world; but there is nothing furry or wild in the city's appearance. . . . There are about a dozen banks. . . . There are at least half-a-dozen churches. . . . There are good schools. . . . The city is ideally placed, on high but level ground, along the edge of the winding and beautiful wooded valley of the Saskatchewan. . . . Edmonton, too, is becoming the centre of a great web of railways stretching over the continent in all directions. The Canadian Pacific, the Canadian Northern, and the Grand Trunk Pacific, from the south, the east, and the south-east, all come together at Edmonton; from this point the third of these lines, and possibly the second, will start on the final stage of their westward course to the Pacific Ocean; and in the course of time a railway will almost certainly be built from Edmonton to the Far North."

Three years pass, as the play-bills have it, and we have Mr. Frank Yeigh discussing the city, in "Through the Heart of Canada." He, too, is eloquent in its praise and conscious of its infinite possibilities. "Ever since the first railway train rumbled into its borders a few years ago," he writes, "Edmonton has felt its importance more surely and with every reason. It is no insignificant moment in the history of a town when the isolation of a generation is ended and it is linked with the outside world. . . . The earth-trails of Edmonton that long knew only the tread of the horse and the creak of the Red River cart, now know the warning cry of the automobile and the clang of the electric car. What was not so long ago, an outpost of empire is now an inpost of Canada."

Again a year, and Mr. Arthur E. Copping says, in his "Canada: To-day and To-morrow": "On visiting

Edmonton—healthy, handsome, and sunny Edmonton (which is between 53° and 54° latitude)—I found the district producing immense quantities of the best quality hard wheat that averaged over twenty, and sometimes reached forty, bushels to the acre. 'You see,' as a local expert pointed out to me, 'the Edmonton district is just right for growing things. Everything is in our favour. We've got much longer days than people have in the south. Why, at midsummer the sun is shining for eighteen hours a day, and that lets the crops go ahead fine. Then, too, we're lucky in having wonderful, rich soil. Added to that we can always count on enough rain—and not too much.'"

And so to the present, when we have Mr. Francis Neilson, M.P. for the Hyde Division of Cheshire, saying, at the end of a long tour in Canada and the United States: "Edmonton is the freest city in the world. . . . Wise

numerous feeders into the fertile north country, will recast the business of both hemispheres and move the star of civilisation further westward. Edmonton is bound to share in this prosperity and progress." Edmonton owns and operates all its public services. The assessments for tax purposes are on land values only. There are no improvement, personal, business, or income taxes. The city has 14,000,000 dollars invested in its public works and will spend over 6,000,000 this year. A sum of over 14,000,000 dollars was invested in factory, office, store, and house building last year, an increase of 235 per cent. on 1911; and it is estimated that there will be an outlay of between 20,000,000 and 22,000,000 dollars on building operations this year. The population is approaching 60,000. In 1905 it was only 9200! In view of such things, it is not surprising that

a firm, such as Messrs. Magrath Holgate, Ltd., of 44, Jasper Avenue East, Edmonton, Canada (Cable address—"Highlands"), find it in them to assert their belief that The Highlands, the newest residential sub-division, well within the corporate limits of Edmonton, offers opportunities for legitimate investment which has five valuable cardinal points: "Safety of principal and interest; satisfactory rate of income; convertibility into cash; stability of market price; and prospect of appreciation in value." In support of their claim, they point out that The Highlands is a beautiful residential district, overlooking the picturesque Saskatchewan River, and within ten minutes' ride by electric trolley car of the business heart of the city. Streets have been graded and over 700,000 dollars has been spent on residences, in sums varying from 3500 dollars for a bungalow to 35,000 or 40,000 for a house. As a result of the substantial improvements which are being made in the district, there is a constant appreciation in value. Thus, Messrs. Magrath Holgate, who are

Real Estate, Fire Insurance, and Financial Brokers, are able to claim that an investment made now in residential property in The Highlands is certain to yield a satisfactory profit within the next twelve months. They offer to send the fullest information of Highlands properties, down-town properties, business blocks, wholesale-warehouse properties, acreage, and so on. To which information they would add that they have sold successfully, and made money for the clients who purchased from them, fifteen sub-divisions in Edmonton; and that they firmly believe that they can make money for investors in The Highlands. Seekers of Real Estate may make a note.



THE STRIKING DEVELOPMENT OF EDMONTON, CAPITAL OF ALBERTA; HOUSES ERECTED, AND IN COURSE OF ERECTION, IN 1912, ON THE HIGHLANDS SUB-DIVISION OF MESSRS. MAGRATH HOLGATE, LTD.

in her splendid youth, she will grow stronger and healthier as the years lengthen." And then, further, we have it pointed out by local authority that "Edmonton is the commercial, financial, and industrial centre of an area of over 200,000 square miles in Central Alberta, and has at its back the vast hinterland and Peace River country, which contains millions of acres of unoccupied lands, open for settlement and development. It stands at the threshold of a tremendous commercial and industrial expansion. The completion of the Panama Canal and the two trans-continentals to the Pacific Coast, and the extension of



AS IT WAS IN 1890: JASPER AVENUE, EDMONTON, WITHOUT A ROADWAY OR PAVING, AND FLANKED BY THE PRIMITIVE WOODEN SHANTIES OF PIONEERS

AS IT IS: JASPER AVENUE, EDMONTON—THE SAME SPOT AS THAT SEEN IN THE PRECEDING PHOTOGRAPH, WITH FINE BUILDINGS AND GENERALLY UP-TO-DATE.

HOW TO ENJOY A CANADIAN HOLIDAY: BY AN OLD HAND.

THE notion of spending summer across the Atlantic is still so new that it is still only half thought out. We rush across to Montreal, and from Montreal to Ottawa, and from Ottawa to Toronto, and only then begin to wonder whether this is the Canada we dreamed about. How often have I met English travellers in Canada in a deuce of a bad temper because all the cities looked so new! These are the kind of people who think Queen Anne absurdly modern.

Now I don't want to shock the patriotic Canadian more than I can help, but, as an old traveller, determined to get the utmost possible pleasure out of all my peregrinations, I say Quebec is the only city in Canada that can't be done in a day. I love Canada; but I go there, not for the cities, but for the vast waterways and forests and prairies and mountains. I use the railway only as a means of getting to places where I can start on a camping and canoeing trip, a motor-drive, or a ride through the Rockies. I take my fishing-rod with me, and I buy a gun, for Canada has the best and cheapest sport in the world.

Arrive then at Quebec, and spend a day shaking down to land again after the ocean voyage. Spend it at the Château Frontenac and on Dufferin Terrace, sauntering down for an hour or so to the quaint old market, or up to the Citadel and the Plains of Abraham. Then Montreal, for which a day is ample. If one intends to fish, it is well to call on the C.P.R. Tourist Agent at Windsor Station, to find whether the reports are good from the stream one means to fish,



IN THE CAPITAL OF THE CANADIAN HIGHLANDS: THE SULPHUR SWIMMING-POOL AT BANFF SPRINGS HOTEL.

Winnipeg is the threshold of the really, truly West. Much as I hate new cities, as a general rule, I am always thrilled by Winnipeg. It has such a whacking big way of doing things, this great young Western

where there are flowery terraces, and an open-air sulphur swimming-pool, and Turkish baths with Swedish masseurs. Jim Brewster has I don't know how many ponies, so every day I go off trotting up some bridle-path, returning with the appetite of a hundred-and-one half-starved gods.

Lake Louise is the place that everybody raves about, small blame to them. It is the most perfect bit of scenery I know. I only once met a man who criticised it. He said it was too perfect, it reminded him of a fairy tale. From Lake Louise you can walk or ride to the Lakes in the Clouds, and to Paradise Valley. Don't the names make your mouth water?

Field is on the other side of the Great Divide. You should drive from here to Emerald Lake, with its homely Chalet Hotel. This is the starting-place for the parties of blameless heroes and heroines who ride through the Yoho Valley. The ride takes two days or three, according to one's route. During the summer months, the C.P.R. runs permanent camps in the Valley, so that you arrive at nightfall to find a blazing fire and a well-cooked meal.

This summer it may be possible to motor across the Great Divide from Banff along the new automobile road through the Vermillion and Sinclair Passes to Invermere and Windermere in the Columbia Valley. If so, don't miss the thrill of your life! You can also motor to Invermere from Golden along the old Government Road—a wonderful ride of



PERFECT IN ITSELF, AND WITHIN EASY WALKING OR RIDING DISTANCE FROM THE LAKES IN THE CLOUDS AND PARADISE VALLEY: LAKE LOUISE.

giant. Do Winnipeg in a motor-car. It is not, of course, the cheapest way, but Winnipeg deserves it.

The prairies are too big for any vehicle except a trans-continental express with a mammoth locomotive up in front of it. Even that takes a day and a half to get to Calgary. If you are fond of privacy, be sure to book what is known as a "drawing-room section." But if you are content to do as the Canadians do, lie happy in a "lower berth." The observation-car is just as entertaining as a club window in Piccadilly.

Of all the prairie cities, Calgary is my fancy, partly, perhaps, because it also belongs to the Rockies. At least, it lies in the foothills. Half its population week-ends in Banff. Banff is the capital of the Canadian Highlands,



NEAR PICKEREL, ONTARIO: A GUIDE PREPARING BREAKFAST.

eighty miles between the Rockies and the Selkirk. Vancouver Island is another motoring country, and the Campbell River there has first-rate fishing.

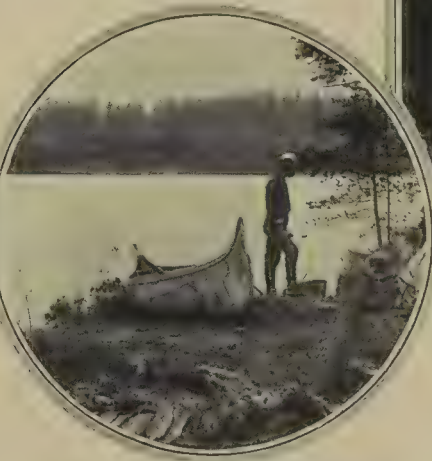
The main line of the C.P.R. goes on to Vancouver, and people who do not know better come back the same way. But the old hands break off at Revelstoke on the homeward journey, and so down the Arrowhead Lakes and back through the Crow's Nest Pass.

The steamers on the Lakes are excellent, and there is a jolly little fishing hotel by the way (Creel Lodge is its name), beside the Slocan Pool. Balfour, beyond Nelson, has an excellent hotel, and all the way through to Macleod and Lethbridge you pass through wonderful country.

Here are some travel hints for Canada: Don't drink plain water; take it boiled in the form of tea. Eat meat with every meal on the train. Don't tip except at the big hotels and on the train. Reduce your luggage to a suit case and a trunk—the suit-case for the car, the trunk to be checked or registered through to your next stopping-place. Don't be standoffish, and don't be too

critical. A new country can't be spick and span as Piccadilly.

Last, but not least, keep smiling.



AT LADY EVELYN LAKE: A FISHERMAN'S CAMP.

and if the guides' one has written about are still alive. The best guides are always booked some time ahead, but if one has forgotten to make some such early arrangements, the C.P.R. man can usually fix up something for you.

I like to break my journey to the West by stopping off for a week in camp somewhere along the north of Lake Superior. One doesn't look for a hotel. The thing to do is to go off into the wilds, with guides according to the size of one's party, hiring the canoes, tents and blankets, and buying the food-supplies from such local outfitters as Revillon Frères or the Hudson's Bay Company. Such a trip costs about £1 a day per head, and if the sky is sunny, gee-whiz! as the Americans say.

For bass and maskinonge try the French River, starting from Pickerel Landing. Missanabie is good for trout up to three pounds, while Jack Fish and Nipigon are starting-points for bigger still, though the best fish swim some day's distance from the railway.

Those who wish more orthodox comfort go to the Muskokas. Take the C.P.R. from Toronto to Bala, or to Muskoka itself. Steamers ply up and down and in and out among the thirty thousand islands all day long. The Royal Muskoka is a delightful hotel, and not very expensive.



THE DOMINION AS A HOLIDAY RESORT: TOURISTS LEAVING CHATEAU LAKE LOUISE.

and though not so exquisitely placed as Lake Louise, is certainly a delightful summering resort. Everyone who can afford £1 a day goes to the C.P.R. hotel,

CANADA

THE LAND OF GOLDEN OPPORTUNITIES



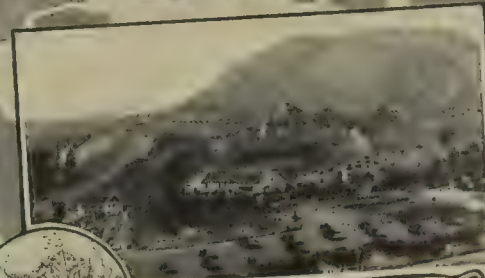
Getting the dollars back by threshing the golden grain in ALBERTA. Note the straw-pile which is afterwards burnt!



Residence at Canning, NOVA SCOTIA. One would think it a beauty spot in England.



Cutting Wheat in SASKATCHEWAN, where the wealth of sky and land meet, and the farmer puts by money.



The fruit district of Summerland, BRITISH COLUMBIA. The pioneer district in the fruit industry of British Columbia, and one of the many that produce World's prize winners.



An ONTARIO homestead that makes for contentment and wealth. Many farm buildings are fitted up with every labour-saving device, while rural mail delivery and the telephone keep the Ontario farmer in constant touch with the outside world.



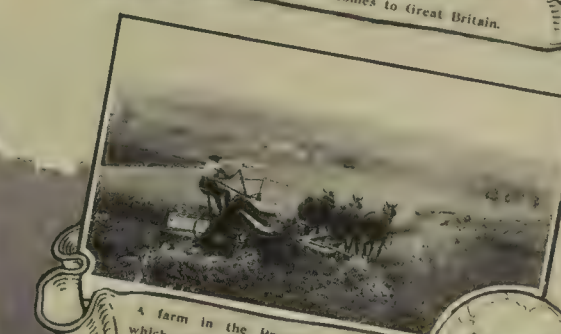
Cutting Wheat, Killarney, MANITOBA. Who wouldn't be a Canadian farmer under such circumstances?



Heartz Stock Farm, Charlottetown, PRINCE EDWARD ISLAND. Not so very different from the Homeland.



A timber-raft on the St. John River, NEW BRUNSWICK. The surplus comes to Great Britain.



A farm in the Province of QUEBEC which may be easily obtained by any British farmer.



will receive with open arms all those able and willing to work. The Government there guarantee employment on the land and at domestic service at any time of the year under desirable conditions and at current wages. It is easy to buy a partially improved freehold farm outright for about three years' rent of a British farm. Agriculture in this

Dominion is on the upgrade, and is a profit-getter. Over 12,000 Canadians returned to the Old Land for Christmas 1912. Commercial industry has reached the highest point of progress since Canada became an autonomy in 1867, and the prospects are upward and onward, affording scope for the ambition and labour of every desirable person.

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THE CANADIAN GOVERNMENT EMIGRATION AGENT, at 48, Lord Street, Liverpool; York; 107, Hope Street, Glasgow; 26, Guild Street, Aberdeen; 17-19, Victoria Street, Belfast; Street, Dublin.

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The World's Greatest Growing
Market for Manufacturers.

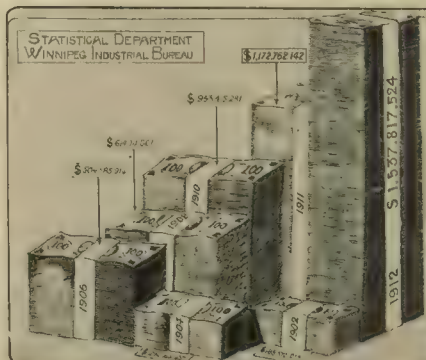
The Western Provinces, now attracting hundreds of thousands of settlers annually, offer the greatest growing market in the world to-day for manufactured goods of nearly every description. There are few, if any, cities in the world which present greater attractions to manufacturers than Winnipeg, economic railroad and commercial centre of the Last, Best West.



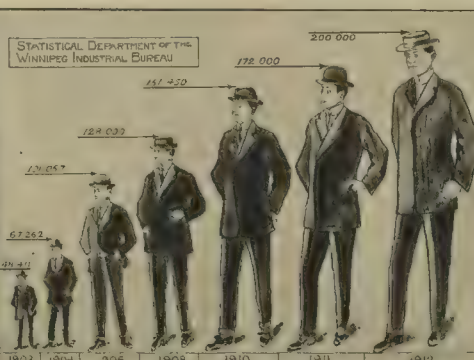
PORTAGE AVENUE, WINNIPEG.

British Manufacturers and Business Men should GET CLOSE TO THIS MARKET. Electric Power and Light Furnished to Manufacturers at Cost. Cheap Sites—Twelve Years' Fixed Assessment—Greatest Railway Centre in Canada—Excellent Labour Conditions—Plentiful Supply of Raw Material.

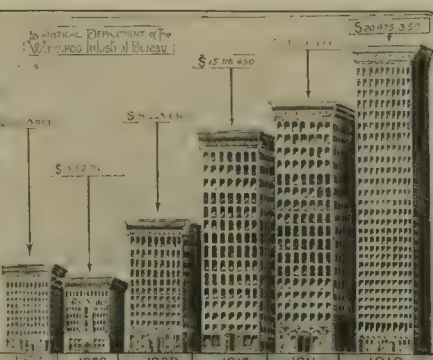
Special Reports prepared and mailed free of charge on the manufacturing possibilities of any line of industries by addressing—
CHAS. F. ROLAND, Commissioner, Winnipeg Industrial Bureau, Winnipeg, CANADA.
An Official Organisation composed of representatives of 28 Business Bodies of Winnipeg.



The Increase in Bank Clearings.



The Growth of the Population.



The Increase in Building Permits.

WINNIPEG'S PROGRESS SHOWN BY DIAGRAMS.

THE MOST EXCITING METHOD: SHOOTING DUCK OVER DECOYS IN CANADA.

PHOTOGRAPHS BY COURTESY OF THE C.P.R.



1. PREPARING FOR GOOD SPORT: GETTING THE DECOYS READY.

2. GOOD SPORT IN PROGRESS: SHOOTING DUCK OVER DECOYS IN CANADA

To quote "Canada": "Ducks frequent nearly every part of the Provinces of Manitoba, Saskatchewan, and Alberta wherever there is water. . . . Here they are found in myriads from September till the winter cold drives them south. It were useless to name specific

localities for the sportsman to visit, for almost anywhere he can get all the shooting he desires. . . . Shooting over decoys is by far the most exciting method of procedure. It is a wonder more visitors do not come over for duck-shooting."

THE PROGRESSIVE DOMINION: CANADA COMMERCIAL AND AGRICULTURAL.

PHOTOGRAPHS BY REY AND OTHERS.



1. AT MOOSE JAW: THE INDUSTRIAL SECTION OF THE "INDUSTRIAL CITY."

2. SHOWING SIGNS OF GREAT PROGRESS—AND OF MORE TO COME: MAIN STREET, WINNIPEG

3. WHERE NATURAL BEAUTY IS WELL GUARDED: IN A PUBLIC PARK AT WINNIPEG.

4. HARVESTING MACHINERY AT WORK IN CANADA: THRESHING NEAR MOOSE JAW.

5. SEEN FROM THE TOWER OF THE DOMINION PARLIAMENT BUILDINGS: LOOKING ACROSS THE OTTAWA RIVER

Moose Jaw is half-way between Winnipeg and Calgary in the centre of Southern Saskatchewan, the heart of the grain-belt of North America, comprising twenty million acres of the finest wheat-lands in the world, and is the natural grain market and milling centre of this great province. It is destined to become, it is affirmed, the Minneapolis

of Canada.—Ottawa is, of course, the capital of the Dominion and the seat of the Dominion Government.—With regard to our photograph of Main Street, Winnipeg, it may be noted that it is almost impossible to get a photograph of the central part of the city without showing buildings under construction—such is its continual progress.

THE BANK OF MONTREAL

ESTABLISHED 1817.

Capital All Paid Up,
16,000,000 dols.

Reserve Fund,
16,000,000 dols.

Undivided Profits,
802,814 dols.

Board of Directors:

Rt. Hon. Lord Strathcona and Mount Royal,
G.C.M.G., G.C.V.O., *Honorary President.*

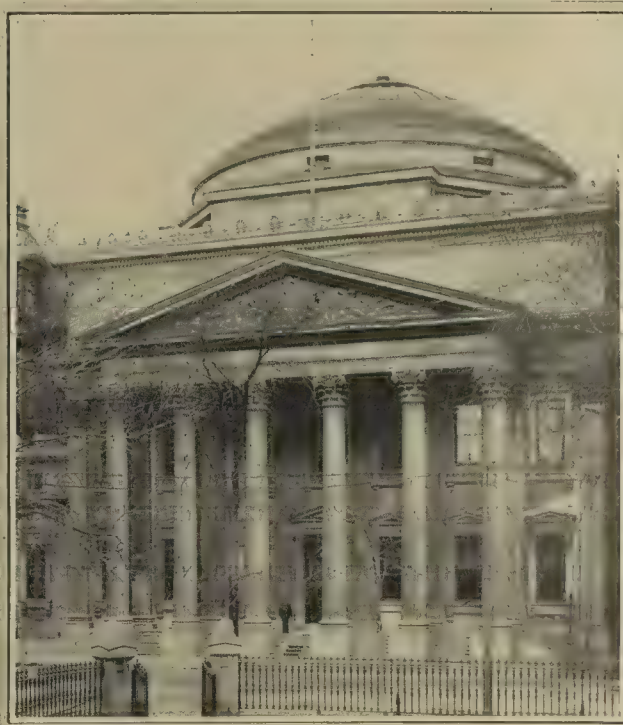
R. B. Angus, Esq., *President.*

H. V. Meredith, Esq., *Vice-President.*

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Sir William Macdonald	C. R. Hosmer, Esq.
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Hon. Robt. Mackay	C. B. Gordon, Esq.
Sir Thos. Shaughnessy,	H.R. Drummond, Esq.
K.C.V.O.	D. Forbes Angus, Esq.

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H. V. MEREDITH, Esq., *General Manager.*



THE BANK OF MONTREAL, MONTREAL—THE OLDEST BANK IN THE DOMINION OF CANADA.

Established as far back as 1817, the Bank of Montreal to day has no fewer than 172 branches and agencies, in the Dominion, Newfoundland, the United States, and Mexico. In addition, of course, there is the important London Office.

Financial Agents of the
Government of the Dominion
of Canada.

Sterling and Currency Drafts
and Cable Transfers issued. Bills,
Dividend Cheques and Coupons
purchased or sent for Collection.
Orders for purchase and sale of
Canadian and United States
Securities executed, and other
Monetary business undertaken in
connection with Canada, New-
foundland, the United States and
Mexico.

LONDON OFFICE—
47, Threadneedle St., E.C.

London Committee:

Rt. Hon. Lord Strathcona and Mount Royal,
G.C.M.G., G.C.V.O.

Sir Thomas Skinner, Bart.

Sir Frederick Williams-Taylor, *Manager.*

THE ROYAL BANK OF CANADA

Capital Authorised, \$25,000,000 (£5,137,000). Reserve Funds, \$13,000,000 (£2,671,200)
Capital Paid Up - \$11,560,000 (£2,375,300). Total Assets - \$180,000,000 (£36,986,300)

Board of Directors.

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WILEY SMITH.	HON. D. MACKEN.	JAS. REDMOND.
HUGH PATON.	T. J. DRUMMOND.	WM. ROBERTSON.
	W. H. THORNE.	C. S. WILCOX.
		A. E. DYMENT.

Officers.

E. L. PEASE, <i>General Manager.</i>	C. E. NEILL,	Assistant General Managers.	W. B. TORRANCE, <i>Superintendent of Branches.</i>
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CANADA

300 from Atlantic to Pacific.

NEWFOUNDLAND

St. John's. Trinity.

CUBA, PORTO RICO,
and DOMINICAN REPUBLIC.

24 Branches—Havana, Santiago,
San Juan, etc., etc.

LONDON

Princes Street, E.C.

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JAS. MACKIE, *Joint Manager.*



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(The property of the Bank of England.)

Branches in

BRITISH WEST INDIES

BAHAMAS, Nassau.

BARBADOS, Bridgetown.

JAMAICA, Kingston.

TRINIDAD, Port of Spain and

San Fernando.

Branch in British Honduras, Belize.

NEW YORK

Cor. William and Cedar Streets.

S. H. VOORHEES, *Agent.*

INCORPORATED

1869.

COLLECTIONS

IN CANADA, NEWFOUNDLAND, OR WEST INDIES
HANDLED PROMPTLY AT LOWEST RATES.

Head Office:
MONTREAL

THE BANK OF OTTAWA.

INCORPORATED IN 1874.

Head Office: Ottawa, Canada.

Capital Paid Up - - \$3,825,480·00
 Rest & Undivided Profits \$4,595,039·64
 Assets over - - - - \$50,000,000·00

Funds may be transmitted
 through the Bank's London
 Agents, Parr's Bank, Limited.
 Branches in the principal cities
 of the Dominion.

*Canadian Business of British Banks
 handled upon most favourable terms.*

THE MERCHANTS' BANK OF CANADA.

ESTABLISHED 1864.

PAID-UP CAPITAL - \$6,747,680 (£1,386,509).
 RESERVE FUNDS - \$6,559,478 (£1,347,838).

Head Office - - - - MONTREAL.

President.

SIR H. MONTAGU ALLAN C.V.O.

Vice-President.

K. W. BLACKWELL.

General Manager.

E. F. HEBDEN.



THIS Institution has 188
 Branches and Agencies (88 of
 them in the Western Provinces),
 extending from the Atlantic to
 the Pacific. Special attention
 given to Canadian Collections,
 whether forwarded direct to
 the Head Office in Montreal
 or through the London Agents.

Savings Department at all Branches. Deposits received and
 Interest allowed at 3 per cent. per annum. Special attention to the
 business of new settlers.

Agents in Great Britain:—The London Joint Stock Bank,
 Limited; The Royal Bank of Scotland, and Branches. They issue
 Letters of Credit, Drafts, and Cable Transfers on any Branch.

UNION BANK OF CANADA.

INCORPORATED 1865.

Head Office - WINNIPEG.

PAID-UP CAPITAL - - - \$5,000,000.
 REST AND UNDIVIDED PROFITS, \$3,500,000.
 TOTAL ASSETS OVER - - - \$69,000,000.

DIRECTORS.

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 WILLIAM PRICE
 (*Vice-President*)
 R. T. RILEY
 (*Vice-President*)
 COL. JOHN CARSON.
 S. BARKER, M.P.
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General Manager:
 G. H. BALFOUR.

Assistant General Manager:
 H. B. SHAW.



HEAD OFFICE, WINNIPEG.

The BANK, having over 290 Branches in Canada from Atlantic to Pacific,
 and AGENTS IN ALL THE PRINCIPAL CITIES IN AMERICA,
 has exceptional facilities for transacting a GENERAL BANKING and EXCHANGE
 BUSINESS with CANADA AND THE UNITED STATES. Collections
 and Correspondence Invited.

Money transferred to and from Canada and the United States by means of
 LETTERS OF CREDIT—DRAFTS—TELEGRAPHIC TRANSFERS.
 For particulars and List of Branches apply:—

LONDON OFFICE—51, THREADNEEDLE STREET, E.C.

London Committee: J. LEIGH WOOD, C.M.G.; HON. SIDNEY PEEL;
 F. W. ASHE, Manager.

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Illustrated London News

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Editorial Office: Millford Lane, Strand, W.C.

THE CANADIAN BANK OF COMMERCE

Authorised Capital - \$25,000,000 (£5,136,986)

Paid-up Capital - \$15,000,000 (£3,082,192)

Reserve Fund - \$12,500,000 (£2,568,493).

Head Office - - - - - TORONTO.

President—SIR EDMUND WALKER, C.V.O., LL.D., D.C.L. General Manager—ALEXANDER LAIRD. Assistant General Manager—JOHN AIRD.

This Bank has 368 Branches distributed as follows:

IN CANADA:

BRITISH COLUMBIA AND YUKON.

Chilliwack	Golden	Nakusp	Penticton	Summerland
Courtenay	Grand Forks	Nanaimo	Phoenix	Vancouver
Cranbrook	Greenwood	Naramata	Prince Rupert	(18 offices)
Creston	Kamloops	Nelson	Princeton	Vernon
Cumberland	Kelowna	New Westminster	Revelstoke	Victoria
Dawson	Keremeos	North Vancouver	Rock Creek	(4 offices)
Duncan	Ladysmith	Salmon Arm	White Horse	
Pennie	Mission City			

WESTERN PROVINCES.

Athabaska	Edmonton	Langham	North Battleford	Taber
Landing	Elbow	Langdon	Regina	The Pas
Bassano	Elfron	Lashburn	Nuana	Tulley
Bawlf	Elgin	Lethbridge	Olds	Outlook
Bengough	Elkhorn	Lewvan	Pincher Creek	Transcona
Biggar	Gilbert Plains	Lloydminster	Ponoka	Treherne
Blaine Lake	Gleichen	Louheed	Portage la Prie	Tugaskie
Brandon	Grandview	Macleod	Prairie	Vermilion
Briercrest	Granton	Medicine Hat	Prince Albert	Virdee
Broderick	Guard	Medicine Hat	Provost	Vonda
Calgary	Hanna	Melfort	Radisson	Valcarlos
(4 offices)	Hardisty	Melville	Red Deer	Wadena
Canora	Hawarden	Milestone	Regina	Warner
Carman	Herbert	Milk River	Saskatoon	Wetaskiwin
Carmanagay	High River	Mirror	(2 offices)	Weyburn
Champion	Humboldt	Monarch	Shellbrook	Wilcox
Clareholm	Innisfail	Moose Jaw	Stavely	Winnipeg
Coleman	Innisfree	Moosomin	Stony Plain	Winnipeg
Crossfield	Kamsack	Morse	Strathcona	(8 offices)
Cudworth	Kerobert	Nanton	Strathmore	Yellowgrass
Dauphin	Kindersley	Neepawa	Swan River	Yorkton
Delisle	Kitcoy	New Dayton	Swift Current	Youngstown
Drinkwater	Laird	Lake Saskatchewan		
Edam				

ONTARIO AND QUEBEC.

Acton Vale	Bedford	Beloil Station	Black Lake	Brome
Asbestos	Beebe	Berlin	Blenheim	Bromontville
Ayer's Cliff	Belleville	Bishop's	Brantford	Cayuga
Ayr	Barrie	Beloil	Crossing	Chambly Basin



HEAD OFFICE, TORONTO.

ONTARIO AND QUEBEC—continued.

Chatham	Gowanda	Orangeville	St. Ferdinand	Stantead
Clarenceville	Granby	Ornstown	d'Halifax	Stratford
Coaticook	Guelph	Ottawa	St. Gabriel de	Strathroy
Cobalt	Hamilton	(2 offices)	Brandon	Sudbury
Collingwood	Hemmingford	Paris	Parkhill	Sutton
Cookshire	Henryville	Parry Sound	Beauce	Sweetsburg
Cornwall	Howick	Peterboro	St. Hyacinthe	Theford
Cowansville	Huntingdon	Philipsburg	St. Johns	Theford
Crediton	Iberville	Point aux	St. Joseph de	Mines
Danville	Ingersoll	Trembles	Beauce	Theford
Dixville	Joliette	Port Arthur	St. Philippe	Mines West
Dresden	Kingston	Port Colborne	de Laprairie	Three Rivers
Dundas	Knowlton	Port McNicoll	St. Remi	Tilsonburg
Dunham	Lacelle	Port Perry	St. Sebastian	Toronto
Dunville	Lawrenceville	Port Stanley	St. Thomas	(15 offices)
East Angus	Lennoxville	Quebec	Sarnia	Valcourt
East Hatley	Lindsay	Rainy River	Sault Ste.	Walkerton
Eastman	London	Richmond	Marie	Walkerville
Exeter	Magog	Rimouski	Scottstown	Waterloo, Ont.
Farnham	Mansonville	Rock Island	Seaford	Waterloo, Que.
Forest	Marbleton	Roxton Falls	Sherbrooke	Waterloo
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Fort William	Megantic	St. Catharines	Simcoe	West Shefford
Foster	Montreal	St. Chrysos-	South Falls	Warton
Fraserville	(6 offices)	tonne	South	Windsor
Freighsburg	Niagara Falls	St. Elizabeth	Porcupine	Windsor Mills
Galt	Nicolet	St. Felix de	Stanbridge	Wingham
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Amherst	Charlotte	Moncton	Shelburne	Truro
Antigonish	Halifax	Montague	Souris	Windsor
Barrington	Fredericton	New Glasgow	Springhill	
Bridgewater	Halifax	Parrsboro'	Summerside	

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A. R. PHIPPS, Asst. Manager.

LONDON OFFICE: 2, Lombard Street, E.C.

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada, Newfoundland, the United States, and Mexico; issue Commercial and Travellers' Letters of Credit and Travellers' Cheques payable in all parts of the world; collect Drafts, Coupons, etc., and conduct a general banking business with ALL POINTS in Canada, Newfoundland, the United States, and the Republic of Mexico. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE IMPERIAL BANK OF CANADA

ESTABLISHED 1875.

Capital Authorised, \$10,000,000.00.

Capital Paid Up, \$6,690,000.00.

Reserve Fund and Undivided Profits, \$7,870,000.00.

Head Office - - - - - TORONTO

Directors:

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WM. RAMSAY, of Bowland, Stow, Scotland. ELIAS ROGERS. J. KERR OSBORNE.
PELEG HOWLAND. SIR WILLIAM WHYTE, Winnipeg. CAWTHRA MULLOCK.
HON. RICHARD TURNER, Quebec.
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BRANCHES:



MONTREAL BRANCH.



WINNIPEG BRANCH.

Province of Ontario

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BELWOOD
BOLTON
BRANTFORD
CALEDON EAST
COBALT
COCHRANE
COTTAM
ELK LAKE
ESSEX
FERGUS
FONTHILL
FORT FRANCES
FORT WILLIAM
GALT
HAMILTON
HARROW

ONTARIO—continued

HUMBERSTONE
INGERSOLL
JORDAN & VINELAND
KENORA
LISTOWEL
LONDON
MARSHVILLE
NASHVILLE
NEW LASKARD
NIAGARA FALLS
NIAGARA-ON-THE-LAKE
NORTH BAY
OTTAWA
WELLAND
WINDSOR
WOODSTOCK

ONTARIO—continued

PORT COLBORNE
PORT ROBINSON
RIDGEWAY
SAULT STE. MARIE
SOUTH PORCUPINE
SOUTH WOODSLEE
ST. CATHARINES
ST. DAVIDS
ST. THOMAS
THESSELTON
THOROLD
TIMMINS
TORONTO
WELLAND
WINDSOR
WOODSTOCK

Province of Quebec

MONTREAL
QUEBEC
Province of Manitoba
BRANDON
PORTAGE LA PRAIRIE
WINNIPEG
Province of Saskatchewan
BALCONIE
BROADVIEW
FORT QU'APPELLE
HAGUE
MOOSE JAW
NORTH BATTLEFORD
PRINCE ALBERT
REGINA
ROSTERN

SASKATCHEWAN—continued

SASKATOON
WILKIE
WYNDYARD
Province of Alberta
ATHABASCA LANDING
BANFF
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LETHBRIDGE
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REDCLIFF
RED DEER
ROCKY MOUNTAIN HOUSE
STRATHCONA
WETASKIWIN

Province of British Columbia

ABERDEEN
CHIESE
CRANBROOK
FERDIE
GOLDEN
INVERMERE
KAMLOOPS

BRITISH COLUMBIA—contd.

MICHEL
NELSON
NEW MICHEL
REVELSTOCK
VANCOUVER
VICTORIA
WILKIE



HEAD OFFICE, TORONTO.

D. R. WILKIE, General Manager. E. HAY, Assistant General Manager.
W. MOFFAT, Chief Inspector.

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Dealers in Sterling Exchange.

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ENGLAND: Lloyd's Bank, Limited, 60, Lombard St., London, E.C. 4 and Branches.
SCOTLAND: Commercial Bank of Scotland, Limited, Edinburgh. 1 and Branches.

Moneys may be transferred to any point in Canada through the Agents of the Bank,
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SETTLERS AFFORDED EXCEPTIONAL BANKING FACILITIES.

Collections on any point in Canada given special attention.



EDMONTON BRANCH.

THE DOMINION BANK

Head Office—TORONTO, CANADA.

Capital Paid Up	-	-	\$5,000,000
Reserves	-	-	\$6,660,000
Total Assets	-	-	\$79,000,000

SIR EDMUND B. OSLER, M.P., President
(Director Canadian Pacific Railway Co.)

WILMOT D. MATTHEWS, Vice-President
(Director Canadian Pacific Railway Co.)

CLARENCE A. BOGERT—General Manager.

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The London Branch of the Dominion Bank, 73, Cornhill, E.C., is under the management of Mr. J. Haydn Horsey, formerly Manager at Montreal, whose long experience in Canada enables him to give reliable information about the country and Canadian matters generally.

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Bonds, Coupons, Notes, payments under agreements, &c., collected and accounted for promptly.

The Bank's Agents in France are the Comptoir National d'Escompte de Paris, and in Germany the Deutsche Bank.

Intending investors in Canadian Securities—stocks, bonds, lands, industrial ventures, and the like—will undoubtedly find it to their ultimate advantage if they consult or correspond with Bankers in Canada, or their London representatives relative thereto, and letters in this connection, addressed to the General Manager, The Dominion Bank, Toronto, or to the Bank's Manager at 73, Cornhill, E.C., will receive the care the importance of the subject warrants.

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and Remittance Matured
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and Dividends.

Members Toronto Stock Exchange.

Cable Address: "OSLER, WINNIPEG."

Osler, Hammond & Nanton

Stock Brokers, Financial Agents, etc.

WINNIPEG

REPRESENT

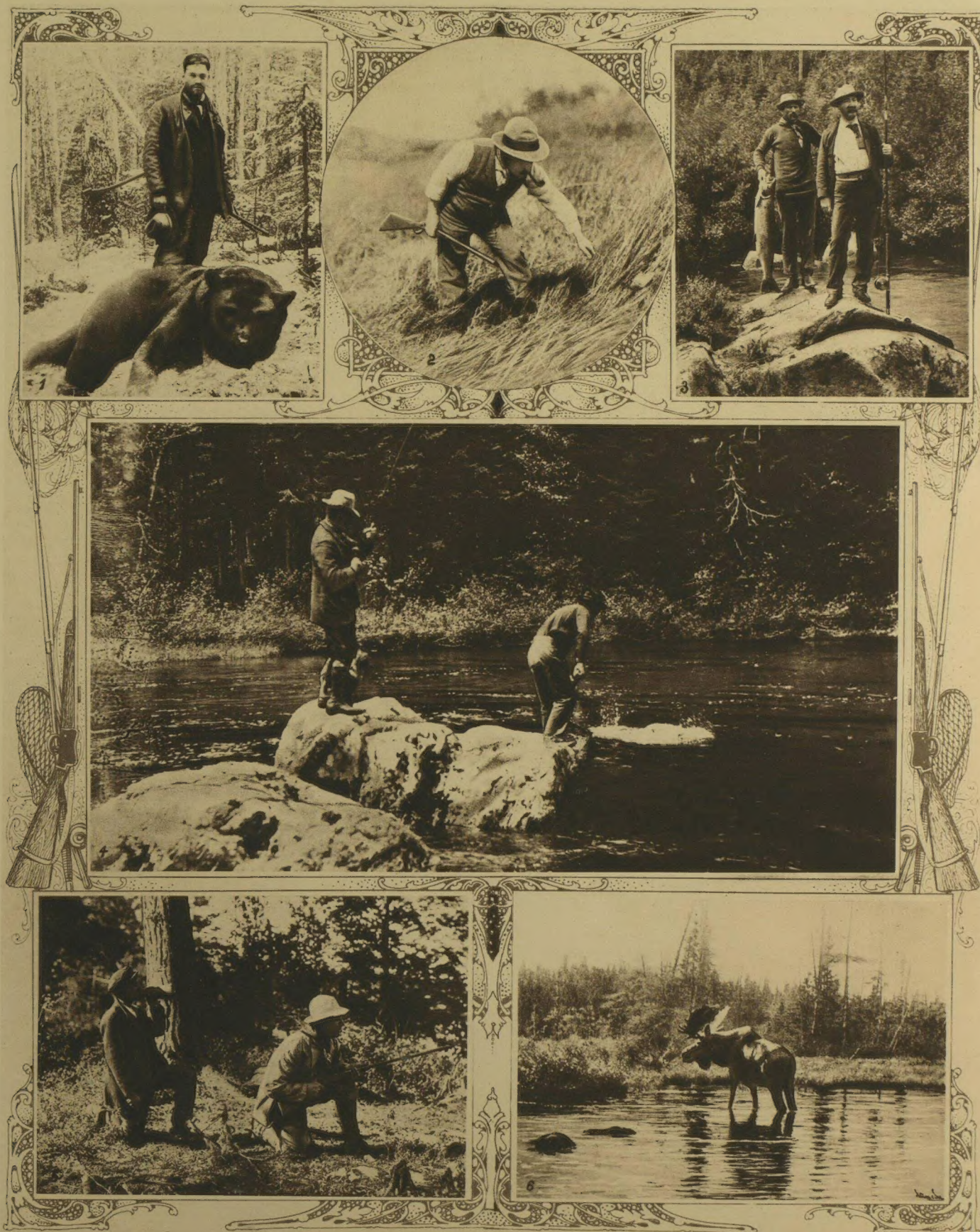
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North of Scotland Canadian Mortgage Co., Ltd.	Alberta Railway & Irrigation Co.
Law Union & Rock Insurance Co., Ltd.	Calgary & Edmonton Land Co.
The Dominion of Canada Investment & Debenture Co., Ltd.	Canadian Saskatche- wan Land Company, Ltd.
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Western Assurance Co.	Galt-Bituminous.
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THREE PHOTOGRAPHS REPRODUCED BY COURTESY OF MR. W. L. CRIGHTON, OF THE INTERCOLONIAL RAILWAY OF CANADA.



1. WITH HIS BAG: A NEW BRUNSWICK SPORTSMAN WITH A BEAR OF HIS SHOOTING.

2. ON THE CANADIAN PRAIRIE: TEAL-SHOOTING.

3. WITH A FINE UNIT OF THEIR CATCH: FISHERS FOR SALMON.

4. WHERE SALMON-FISHING MAY BE HAD IN PERFECTION: LANDING A FISH.

5. LURING THE ANIMAL TO THE GUN: GIVING A MOOSE-CALL.

Canada is a veritable Paradise for sportsmen: the fact is so well known that there is no need for us to emphasise it. Already very many go to the Dominion for their sport, regarding it as so excellent that they do not mind travelling very considerable

distances to reach it, especially as the arrangements for such journeys are first-rate. For the rest, we may content ourselves with noting a point of which all may not be aware; that is, that the moose, or elk, is the largest living deer.

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